

The London and China 新聞紙 Telegraph.

JAPAN HERALD, AND JOURNAL OF THE EASTERN ARCHIPELAGO.

PUBLISHED ON THE ARRIVAL OF THE FORTNIGHTLY ENGLISH, AND MONTHLY FRENCH MAILS FROM CHINA, JAPAN, &c:

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS," A SUMMARY OF NEWS FOR THE OUTWARD MAILS.

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Latest Arrivals.

Ports.	From London.	Arrived out.	HOMEWARD. Received this day.
JAPAN — Osaka and Hiogo	—	—	May 2
Yedo	—	—	May 9
Yokohama	Mar. 6	Apr. 28	May 11
Nagasaki	—	—	—
Hakodadi	—	—	—
CHINA — Peking	—	—	—
Tien-tsin	—	—	—
Chefoo	—	—	—
New-chwang	—	—	May 16
Hankow	—	—	May 17
Kiu-kiang	—	—	—
Chin-kiang	—	—	—
Shanghai	Mar. 27	May 12	May 19
Ningpo	—	—	—
Foochow	—	—	May 23
Formosa—Tamsuy	—	—	—
Amoy	—	—	—
Swatow	—	—	—
Hong Kong	Apr. 18	May 28	May 30
Canton	—	—	—
Macao	—	—	—
PHILIPPINES — Manila	Mar. 27	May 12	May 22
COCHIN-CHINA — Saigon	—	—	—
SIAM — Bangkok	—	—	—
BORNEO — Labuan	—	—	—
Sarawak	—	—	May 26
JAVA — Batavia	—	—	May 31
MALACCA STRAITS — Singapore	Apr. 24	May 27	June 7
Penang	Apr. 24	May 30	June 1

THE MAILS, &c.

The present inward mail should have been delivered on Monday last, the 13th inst., but was delayed one day in Hong Kong, owing to the loss of the *Benares*, and fifty hours in the Red Sea by an accident to the machinery of the *Mooltan*. No Japan and Shanghai mails have been received.

By the arrival of the Pacific mail steamer *China* at San Francisco on the 26th ult. we have Japan advices to June 5. Her Hong Kong date, May 26, is superseded by the present P and O. mail with news to the 30th.

The next inward mail, with Hong Kong dates to June 13, will be due on the 27th inst. Telegrams in advance of it were received via Galle on the 3rd. Telegrams in advance of the succeeding mail, leaving Hong Kong on the 26th June, were received via Galle this morning, and will be found in another column.

List of Passengers.

PASSENGERS INWARD.

By this mail, to Marseilles, per P. and O. steamer *Travancore*, arrived July 13.—From Shanghai: Mr. Murray, Mr. Kelly. From Hong Kong: Mr. Cobbett, Mr. Tait, Mr. Guzman. From Singapore: Mr. and Mrs. Solomonson, four children and servant, Mr. Little, Mr. Young. From Galle: Mr. Mackwood, Mrs. Watts and child. To Southampton, per P. and O. steamer *Syria*, expected to arrive July 21.—From Yokohama: Mr. Dyer. From Shanghai: Mrs. Tyer, Mr. Anderson, Mr. Gardner, Mr. Stewart, Mr. Orr. From Hong Kong: Mr. Calvert, Lt. Sharpe, Lt. Mitford, Mrs. Burnett, Mr. Peyton, Mr. Molyneux, Mrs. Boyd and two children, Mr. and Mrs. Manning, Mr. Tookey, Mr. Pearce, Mr. Walter, Mr. Balnes, Commander Patterson, Mr. Allan. From Galle: Ensign Perkins, Mrs. Bolam. To Gibraltar.—From Hong Kong: Mr. Martin. To Suez.—From Swatow, Mr. Dvicks. From Hong Kong, Mr. and Mrs. Kruger, Mr. Smith, Mr. Hastings, Mr. Booth, Mr. Deelyeen. From Galle: Mr. Neman.

PASSENGERS OUTWARD.

Per P. and O. steamer *Massilia*, from Southampton, July 11.—To Hong Kong: Mrs. Browne. To Ceylon: Lieut. and Mrs. Carlow, Ensign Owen, Assistant-Surgeon Barry. Per P. and O. steamer *Travancore*, from Marseilles, July 19.—To Yokohama: Mr. Dalziel (P. and O. Co.), Mr. Chapman. To Shanghai: Dr. and Mrs. Jamieson. To Hong Kong: Mr. C. S. Stewart. To Singapore: Mr. Paul Lester, Mr. C. Owen. To Ceylon: Mr. A. Stopford, Mrs. Phillips. From Suez.—To Yokohama: Mr. A. Rhode. To Hong Kong: Mr. Oscar Wieler. Per P. and O. steamer *Bangalore*, from Southampton, July 25.—To Hong Kong: Capt. H. J. Raby, V.C., Mr. W. J. Wratten. Per P. and O. steamer *Pera*, from Marseilles, August 2.—To Shanghai: Mr. A. Von Killeh. Per P. and O. steamer from Southampton, August 8.—To Hong Kong: Captain and Mrs. Sim. To Ceylon: Mr. J. A. Swetenham, Mr. and Mrs. Still. Per P. and O. steamer from Southampton, August 22.—To Singapore: Mr. J. D. Vaughan. Per P. and O. steamer from Marseilles, August 30.—To Ceylon: Miss Bertram.

Summary of News from the Far East.

JAPAN.

The Japan advices by to-day's inward mail, reaching to the 17th May, have been anticipated by the Pacific mail line, which brings news from Yokohama to the 5th June (19 days later). The intelligence brought by her is summed up as follows:—

The Shioogoon has accepted the conditions imposed upon him by the Mikado—namely, the cession of half his personal states, the disbanding of his army, and the surrender of his fleet. Moreover, in sign of humility, the Shioogoon left on the 12th May, on foot, for the city of Mito, which was assigned to him as a temporary residence. Owing to these arrangements, a Daimio of the Mikado's household had been named Governor of Yokohama in place of the Shioogoon's nominee. Tranquillity was re-established in that city, so greatly frequented by Europeans; the soldiers and sailors sent on shore from the vessels to protect the foreigners residing there were recalled on board, and the English Consul paid a visit to the new Governor. Everything, therefore, seemed perfectly quiet in Japan at the commencement of May.

But if the Shioogoon consented to submission, his partisans appear not to have been in that mood, as his admiral refused to deliver up the fleet to the Mikado, and left Yedo for the north coast to give his support to the new coalition of the Daimios. One of the latter, named Aidsen, attacked the troops of the Mikado on the 10th May, at three leagues' distance from Yedo, defeated them, and retook a fortress which the Shioogoon had ceded. On the 17th, in another engagement, he again beat his enemies, killing 800, and making 300 prisoners, whom he lost no time in beheading. A third combat took place on the 22nd, in which the Mikado's troops were again defeated within a league and a half of Yedo—a fact which would lead to the belief that this city itself, recently abandoned by the Shioogoon, was increasingly in danger of falling into the power of the Daimios, his former allies. There was, indeed, a rumour that two of their armies were investing the place, and that they had cut off the retreat of the Mikado's forces. Finally, on the 2nd June, an uncle of the last-named potentate, who had always manifested great enmity to the Shioogoon, was assassinated in that city.

As may be seen, the political situation in Japan is excessively disturbed: and, what has never before been witnessed, the spiritual authority of the Mikado is assailed. The Grand Priest of Kioto has distributed 170,000 copies of a proclamation, in which he declares him to have over-stepped his constitutional and religious powers by taking part so actively as he has done in the political and secular disputes raised with respect to the Shioogoon.

YOKOHAMA.

The Yokohama mail of the 17th May, which should have been received by this opportunity, has not come to hand, having been on board the wrecked steamer *Benares*. By the arrival of the Pacific mail steamer *China* at Hong Kong we have news to the 11th May. The *Japan Times* sums up the political situation as follows:—

Another step has been made towards the consolidation of the power of the Mikado. The ultimatum which we published in our last issue was accepted by the ex-Shioogoon almost without delay, and he left Yedo on Sunday morning last, on his way to Mito. He was attended by a body guard of 400 men, drilled by the French, and 1,200 ordinary Japanese troops, an escort required, as it was suspected that a smaller force would have been attacked. His wives remain in Yedd, but have been transferred from the castle to the Yashiki of Mito, with the exception of the sister of Satsuma, who remains in the castle.

It cannot be matter of surprise to any student of Japanese politics who has watched with fair attention the career of Yoshi Hise, that he should have accepted so readily this sentence of exclusion. The term of three years has been fixed for his punishment, a term which most probably will be almost immediately

shortened to a few months. There is no doubt that last year, deluded by the implied promises of his foreign allies, he imagined it possible to abandon the policy for the effectual carrying out of which Shimadzu Saburo made him Stotsbashi in 1862, and, instead of persevering in the work of gradually weakening the power of the Shogunate, thought he might erect it into a constitutional monarchy, under the protectorate of the Western Powers. Thus he disobeyed orders in receiving the foreign Ministers alone at Osaka without waiting for the Tozama Daimios to assemble, and, had the southern chiefs been slower in their movements, or his own friends less zealous, his ambitious dream might have been realised. But the *coup d'état* which placed the Mikado's person in the hands of Satsuma, Chiosiu, and Toza being successful, and Aidzu's attempt to rescue him having failed, Yoshi-Hisa at once submitted, and the valuable help he has since given to the victorious party by steadily refusing to resist, and by disarming as far as possible, the retainers of his adopted house, has thoroughly disorganised the northern forces for a time, and his services will now undoubtedly be allowed to plead in extenuation of his former fault. There appears good reason to believe that, after a short interval, he will be invited to the council board of the new Government.

Meanwhile, another important symbol of power has passed into that new Government's possession. The capital of the Shoguns is held for the Mikado. On Sunday, the 3rd of May, Ohara Sakino Gijin, the Kuge and envoy of his Imperial Majesty, who was in Yokohama a few days ago, took possession of the castle of Yedo in the name of his master. He had with him a large number of troops of Satsuma, Fizen, and Awa, all picked men, and well armed with Enfield rifles. The body guard of the chief was armed with Spencer and Henry rifle. Before him were carried the ensigns of the Mikado. The Envoy appears to have the power of life and death in his hands, for on the road side was to be seen the head of a man executed by his orders. This was the head of a priest who, at Tostka, had concealed himself for the purpose of listening to the speech of the Kuge, and who had thus paid the penalty of his indiscretion. The head was not exposed on a board, as we have seen before here, but simply thrust on the sharpened end of a bamboo, in which it stood in a sufficiently ghastly manner.

We should be glad to think that Yoshi-Hisa's submission to the Mikado's will and the transfer of the castle of Yedo had settled all the existing troubles, and would restore peace to the country and prosperity to our trade. But such we cannot yet believe to be the case. Aidzu, with—it is said—Sendai and another powerful Daimio, are in arms. Aidzu's men were attacked last week by a force of Satsuma's, but they repulsed their assailants with considerable slaughter. A place of strength belonging to Toda Idzumi no Kawi—the Daimio to whose treachery to the ex-Shogun was mainly due the success of the Southerners before Kioto—has also been taken by Aidzu. The Northern chiefs are said to be lying with their power within thirty miles of Yedo, and as the Mikado's troops in the immediate neighbourhood are by no means numerous, an attack is considered almost imminent.

The strength of the English squadron in these seas is under orders to assemble in Osaka Bay on the 15th of May. The *Rodney* leaves us to-day, and the *Ocean* to-morrow; the *Rattler* will take down the mail, and the *Rinaldo* is already there. The *Salamis* will take down Sir Harry Parkes. The object of this demonstration is purely peaceful; to assist at the ceremony of the presentation by the British Minister of his credentials from the Home Government, as representative of Great Britain at the Court of the Mikado. Hitherto, it must be remembered, he has been accredited only to the Shogoon.

CHINA.

SHANGHAI.

Dates from this port, which should reach to the 23rd May, are, in consequence of the loss of the P. and O. Company's steamer *Benares*, only down to the 19th. Our papers and letters have, therefore, been only received in part. The London mail of 27th March arrived out on the 12th May.

On the subject of exchanges the *Supreme Court Gazette* has the following:—

"The cause to which we wish to direct attention on the present occasion more particularly is the effect produced upon the exchange market by the absence of anything like local enterprise, in which the large funds from time to time remitted to these parts for the purchase of produce can be profitably or even safely invested. The absence of local enterprise in which foreign capital can be employed tends at a given time, when there is any amount more funds transmitted to these parts than is required for the immediate purposes of trade, to create an altogether redundant supply of capital, and to place at a great disadvantage those merchants who have to remit to their constituents or agents at home the proceeds of goods sold in these markets. In a normal state of trade the presence of a large amount of capital should tend to increase the prices of all the staples of trade, and thus to establish something of an equilibrium; the lower exchange being counterbalanced by the higher price; or to put the matter in a concrete form, the merchant would get less sterling for his taels, but more taels for his shirtings; so that ultimately the result

would be something like the same. But in order that this condition should exist, it is necessary that the capital should be available equally to the seller and to the buyer; as if it be not at the service of the former, he is not of course able, on account of the presence of that money, to pay any higher price for the imports he purchases, while, on the other hand, the money being there, prevents the foreign merchant from obtaining a high rate for his sycee when he has to remit it home.

"Similarly with respect to exports, the only effect of the foreigner's capital is to raise prices against himself. If produce does not seem likely to turn out profitably, a loss must be at once accepted upon the capital that has been sent to be invested in it, as there is no other outlet in which it can be employed; whereas, if local enterprises were available investments, unless produce was likely to yield a profitable outturn, the natural working of supply and demand would divert the surplus capital in the hands of the bank to such sources of investment and a higher value of the tael, or in other words, a higher rate of exchange would ensue, in which case people would not be under the necessity of looking to produce, as is too frequently the case, merely as a means of avoiding a definite loss on remittance.

"On the other hand the Chinese are able to invest such capital as they possess in a variety of local speculations and trade, which are altogether inaccessible to foreigners, and to further which the foreign banker is unable to lend money to any great extent, in consequence of the unreliability of the natives and the difficulty which he experiences in ascertaining what are likely to be good, and what bad investments. This field of enterprise being open to natives makes them come into the import market with far more independence than the foreigner can enter the export market. They will buy foreign goods only if they see that by so doing they can turn their money and credit to better account than by placing it in local business; whereas the moment that by the exigencies of trade foreigners find the banks oversupplied with capital, they are, as above shown, forced to enter into purchases merely to avoid a loss upon exchange.

"This peculiar state of affairs has probably much more to do with some of the unsatisfactory features of the China trade than the imprudence of foreign merchants, or the great trading astuteness of the Chinese, upon which we have heard so much from time to time. Judged from a home standard the action of the merchants out here may often appear imprudent; but those who are thoroughly acquainted with the difficulties of the trade may be inclined to take a different view of the matter; while as to the vaunted cleverness of the Chinese, it is daily becoming more apparent that their power to override Europeans in matters of trade is due rather to the exceptional advantages they possess than to higher ability or superior management."

LETTER FROM MR. COOPER, THE EXPLORER.

The following letter from Mr. Cooper is taken from the *North China Herald*:—

HI-YAN-KI, 28th March, 1868.

"My last from Chen-tu would inform you that I was about to start for Tai-sian-loo, the last Chinese town on the borders of Western China.

"Travelling along the great highway to Tibet, I turned off at Chin-chi-chien, a small walled city on the S.W. slope of the Sheang-nin range of mountains, for the purpose of visiting Monsr. Chevaux, the French missionary bishop of Tai-sian-loo, at present an invalid and residing at Tai-lin-pin village, one day's journey from Chin-chi-chien to the southward. Having seen the good bishop, at his request I am waiting at this place until he can accompany me to Tai-sian-loo, now distant five days' journey to the N.W.

"You will not find Hi-yan-ki on the maps, as it is only a small village. It is, however, situated by map measurement in latitude 29.28 N., longitude 102.20 E., and contains 400 inhabitants. You will easily imagine what it is to live in a dirty Chinese village for three weeks without anything to occupy one's time, save sketching and studying the language, so that I will not attempt any description of my miserable life.

"The geographical features of the country have entirely changed. Instead of the magnificently fertile plains of central Szchuan, and the rich hills and valleys bordering the Yang-tze, we are now in a barren mountainous country, with patches of cultivation few and far between, huge bare mountains of lime-stone principally piled up in peak after peak, whose summits wear a cap of snow for ten months in the year; rugged valleys through which the spring and autumnal waters rush with impetuous fury until, finding a level in the river Tai-tow-ho, they roll peacefully away to the bosom of their great offspring the Yang-tze-kiang. The wood-gatherers and charcoal-burners of centuries have robbed the country of every sign of wood—the surface coal, which crops out of the surrounding mountains frequently in dark patches, serving the indigent people of the country for fuel.

"As we leave Szchuan's beauty and plenty behind, so we are gradually leaving the people of China; the inhabitants hereabouts, though wearing a tail and speaking the Flowery language, are nearly black, with rather the Burmese cast of feature than Chinese, of middle stature and wretched appearance. They live principally on potatoes,* with pak occasionally; many carrying knives as a protection against the Lolos, a tribe of people inhabit-

* Called—Yang-yah or Foreign yam.

ing the country to the west, in the neighbourhood of the Yai long-kiang, who occasionally make predatory incursions into this country and, like the North-American Indians, carry off the meagre cattle, women and children.

"About eight days' journey, or eight miles to the south of this place, are rich copper, iron and lead mines, as also a country rich with the production of opium.

"If all goes well, we are to leave this *en route* for Ta-sian-loo on the 7th of next month, when I leave the Bishop and proceed towards Bathang, in order to try the Bathang and Sudya route. I find that from Ta-sian-loo west the rupee is the only medium of exchange, merchants from Ta-sian-loo repairing annually to Bathang with the large-leaf tea (grown in this country a little to the east of this), which they sell to Pebunza merchants in exchange for rupees. Pebunza is a name given by the Tibetans to all black long-haired people. I am inclined to think, therefore, that these Pebunzas are Assamese, who purchase the tea for the foreign market of Sudya. If so, then I have a chance of reaching that place; if not I must to Lassa, which will occupy four months from Ta-sian-loo. But I shall have much to encounter before reaching Calcutta by that route, from the hatred of the Tibetan officials at Tsando (Tibet proper commencing there, though the country west of Ta-sian-loo is entirely inhabited by people speaking the Tibetan language), upon whom the undressed murder of two French fathers and massacre of two villages of Christian Tibetans, last year, has left an impression that the most expeditious way of getting rid of foreigners is to kill them. Even successfully running the gauntlet through Tibet, I must encounter the caste prejudice of the Nepaulese. The Ambassador whom I met in Chen-tu, and asked for a letter to show to the Nepaulese officials on the Tibetan frontiers, declined, saying that there was "no law between Nepaul and England, only for the English resident at Khatmandu." However, we will see if it pleases Providence to bring me safely through Tibet.

"I refrain from telling you much relative to the rebel movements in Yun-nan, as native report is so unreliable. One thing, however, I can tell you from observation—bodies of lawless Imperial troops are hurrying from all parts of Szchuan to Nin-yan-foo, the Imperial head-quarters in Yunnan. The Viceroy at Yunnan-foo, I am told by the missionaries, has made a friendly arrangement with the rebels, and reigns supreme. All the orders from Peking for his immediate return to that place he treats with polite indifference. The mandarins sent to relieve him he treats with the utmost kindness and condescension, finally telling them to clear out or the rebels will get hold of them. All this is very amusing, and an example pregnant with portentous events for the future of China. The missionaries also tell me of the arrival of four foreigners in Yunnan-foo—Frenchmen they think. Perhaps they are the English expedition sent by the Italian Government thence *via* Bhamo and Tali-foo. If so, they are well received by the Viceroy.

"A messenger whom the Bishop is despatching to-morrow for Chen-tu bears with him this letter, which should reach you within fifty days from this date. If an opportunity offer, I will write you from Bathang as to the route from thence to Sudya, and my intended movements."

"According to a notice in our advertising columns it will be seen that the North China Insurance Company have, at a meeting of shareholders, reduced the value of shares, in order to obtain a larger constituency. The necessary steps for forming an office in London will be taken by Mr. Mackintosh on his arrival here from China. The present agency with Messrs. Ashton and Co. will terminate at the end of the present year.

HONG KONG.

The outward mail of April 10th arrived on May 19th, and that of April 18th (French) on May 28th. Dates are now down to the 30th, one day later than the appointed day, owing to the loss of the *Benares*. London telegrams reached to May 2nd.

On the subject of the Petition to the House of Commons the *Daily Press* says:—"Nothing can be more satisfactory to the promoters of the Hong Kong Petition than the course which the Association in London are now said to have adopted. By preparing a memorial of their own to the Colonial-office, and keeping in reserve the Petition to Parliament sent home from here, they make the utmost possible use of the weapon which we have put into their hands. If they had presented the petition at once, it could not have been fired off again, and, further than this, the present time,—that is to say, the time of which the present mail advices treat,—would not be propitious by any means. There is no use in denying that the tremendous excitement which pervades the political world just now is seriously prejudicial to our chances of obtaining a hearing. [It will be seen in another column that no debate can take place this session.]

We see that our contemporary, the *China Mail*, has been cited to answer for a libel on the Macao Government for exposing the Coolie traffic. The notice of action has been served by the Hong Kong Government as faithful allies of Portugal. The recital runs thus:—"Hong Kong to wit: Be it remembered that the Hon. Henry John Ball, Esq., Acting Attorney General of our Lady the Queen, who prosecutes for our said Lady the Queen in this behalf in his proper person, comes here into the Supreme

Court of Hong Kong before the Chief Justice thereof on the eighteenth day of May in this same term, and for our said Lady the Queen gives the Court here to understand and be informed. That before and at the time of the printing and publication of the false, scandalous, malicious, and defamatory libels and libellous matter, things hereinafter mentioned and set forth, there subsisted and now subsists alliance, friendship, amity, peace, and concord between our Sovereign Lady the Queen and his Most Faithful Majesty the King of Portugal, and the subjects of their said Majesties respectively, and that before and at those times his said Most Faithful Majesty was possessed of a Settlement, Province, or Colony, called Macao, on the coast of the Empire of China, and appointed for the due government thereof and of his subjects resorting thereto, under his said Majesty, and under the Imperial Government of his said Majesty, a Governor, Commandant, and other officers."

The following is from the *Overland Trade Report* :—

The Legislative Council of Hong Kong has been again in session since the last mail went away, and a rather more animated discussion than is usually seen in that dignified, not to say taciturn, assembly took place in reference to the measure which the governor has in view for the disarmament of the fishing boats. This was explained in the last *Trade Report*. It is brought forward in consequence of a similar measure which, partly in consequence of representation from this colony, has been adopted by the Viceroy at Canton. The Viceroy has issued a proclamation prohibiting fishing vessels from carrying arms after a given date, and prohibiting all vessels of any kind from carrying stink-pots. The Hong Kong ordinance empowers the Government to establish regulations similar to those of the Chinese Government, and to keep abreast of any further regulations to the same effect which may be made by the Chinese Government. Mr. Keswick at first opposed the transfer of legislative functions to the Executive, but it was denied that the functions to be transferred were legislative. That very necessity for extreme caution in adopting regulations in harmony with the Chinese Government, whose regulations are so liable to prove deceptive made it necessary, the Governor pointed out, that the matter should be dealt with by himself and the Executive Council rather than by the fixed enactments of the Legislature. Mr. Keswick did not press the objection, and only insisted on the necessity of taking care not to frighten the Chinese trading junks, on which the prosperity and commerce of the colony to a great extent depended. In reference to an ordinance which provided for the establishment of a fire-brigade, a sharp discussion arose, though one rather of retrospective than of present interest, as it referred especially to the negotiations between the Government and the insurance offices, which retarded the establishment of a brigade last year. As for the present ordinance, it is generally admitted that a brigade ought to be formed, but there is a very strong feeling of dissatisfaction with the arrangement made by the ordinance for meeting the inevitable expense. This is to be done by an additional rate of $\frac{1}{3}$ per cent. on house property. These rates are inordinately heavy at present, over 10 per cent. on the full amount of the rental, and every one acquainted with the colony will know that house-rent is extravagantly high here. The reply made by the Governor was that his instruction from home left him no alternative. No additional expense could be proposed unless there was a proposal side by side with it for fresh taxation by which it could be met. Even then it is difficult to understand why the insurance offices should not be made to contribute something towards the expense of the brigade. They receive high premiums for the risks which they take in this colony, and could well afford a contribution to the expense of the brigade.

Though the Governor's reply about his instructions from Home is one to which no answer can be made by the Legislative Council, its inner meaning can scarcely be overlooked by any one interested in the fortunes of this colony. The place is urgently in need of a fire brigade, the cost of which could be paid out of the general revenue easily enough, if it were not for the enormous pecuniary exactions levied on the colony by the Home Government; but no, there must be no brigade unless house property, which already pays nearly 14 per cent., is further burdened. If a dollar of new expenses were sanctioned without a dollar's worth of new taxation, that might be so much drawn from a fund otherwise available to pay arrears of military contribution! Comment on such a contingency would be superfluous.

A verdict of manslaughter has been given against two policemen for neglect in the case of the Indian who died in gaol.

The following report on the Shamien Garden, from the *Daily Press*, will be interesting to old residents at Canton:—

"Minutes of a public meeting held at H.B.M.'s Consulate, Canton, on the 16th May, 1868, for the reception of the past year's accounts and the election of trustees for the current year. Present: D. B. Robertson, Esq., C.B., H.B.M.'s Consul, in the chair; R. Carlowitz and T. Sampson, Esq., trustees; and Messrs. Coare, Moul, Smith, and Frater. The circular calling the present meeting and the minutes of the last one having been read, and the latter confirmed, the chairman called for the trustees' report, which was then read by Mr. Sampson, and of which the following is a copy:—

"The accounts having been inspected, it was proposed by Mr. Moul, seconded by Mr. Smith, and carried *nem. con.*—'That the report of the trustees be adopted and the accounts be passed.'

"The chairman here made a few congratulatory remarks on the result of the labours of the trustees, and stated that the

present beautiful appearance of the Garden was allowed by everyone to be due to the untiring energy and daily personal supervision of Mr. Sampson, who, however, had no doubt been greatly indebted to the advice of his fellow-trustees, one of whom, Mr. Carlowitz, he (the chairman) was sorry to hear did not wish to be re-elected, owing to his intended absence from Canton, for he had been for a great number of years connected with the management of the public gardens of Canton.

"It being announced that Mr. Newton also declined re-election, Messrs. F. W. Coare and J. F. Cordeswere, on the motion of Mr. Moul, seconded by Mr. Carlowitz, elected trustees, and Mr. Sampson re-elected, for the current year.

"Proposed by Mr. Smith, seconded by Mr. Moul, and passed unanimously,—That a vote of thanks be given to the Trustees for their very able management of the Garden Fund affairs during the past year.

"Mr. Sampson returned thanks for the Trustees, and took the opportunity to state that, however highly the Chairman had praised his labours in connection with the Garden, in which he did not deny taking a very great interest, the counsel and support of Messrs. Newton and Carlowitz had always been of the greatest value and benefit to him. Mr. Sampson also expressed a hope to be able, by a raid on the beetles which infested Shamien, to increase the health of the trees and to improve its appearance generally."

The meeting of the Chamber of Commerce was held on May 29. Present:—Hon. P. Ryrie, chairman; G. F. Heard, G. J. Holland, T. Pyke, G. Bosman, — Taylor, E. Hitchcock, V. Kresser, A. Zimmermann, and G. Fraser, Esqs., and Mr. J. Wood, Secretary. We will give in our next a copy of the report, &c.

STRAITS SETTLEMENTS.

SINGAPORE.

From this port we have advices to the 6th June. The outward mail of the 24th April arrived on the 27th May, conveying telegrams to May 11, but these were superseded by London telegrams via Calcutta to May 15, and via Maulmain to May 23. The news of the fortnight is thus epitomised by the *Straits Times Overland Journal*:—

The fortnight has been rather a quiet one in the colony, and there is nothing of any great importance to comment upon.

A ball was given by his Excellency Sir Harry Ord, in the town-hall, on the 26th May, in honour of Her Majesty's birth-day. It was rather a brilliant and most successful affair. The hall was most tastefully decorated and well lighted up, and all the other arrangements were most complete.

The Legislative Council have had three sittings, and legislation has been going on at a swinging pace. Three Bills have been passed and published in the *Government Gazette*, and another is passed but not published yet. The Bills which have been made law are not of any importance, and are the Interpretation Amendment Ordinance, the Coroner's Inquests' Ordinance, and the Supplementary Supply Ordinance. The Bill passed but not yet officially published is of the highest importance, being the Supreme Court Bill. There has been rather a tough fight over the clauses of this Bill, and divisions have been pretty numerous—the Chief Justice and the unofficial members generally on one side against Government. But it was a hopeless battle for them, although they did once succeed in carrying their point. The discussion and divisions on this Bill has brought out only too clearly what a ridiculous mockery and imposition a Crown Colony Legislative Council is. The official members, not excepting the Governor, are mere puppets, who must obey the *sic volo* of a Secretary of State or his clerks, thousands of miles away. They must vote according as they are told, not according to their judgment, and they must all run well together on pain of dismissal or other punishment. To any amendment proposed on any measure, the stereotyped answer is, either that it is against instructions from the Secretary of State, or is against the rules and regulations of Her Majesty's Colonial Service. Could anything be more childish or farcical? Could anything be more like a parcel of school-boys than the Legislative Council? Could anything be more a travesty on representative institutions? Clearly the genius who originally conceived the idea of a Crown Colony Legislative Council must have intended to give a practical illustration of how to play the abstruse game of follow-my-leader? It is but right to say that the present Bill is a great improvement on the measure of last year. The great blot on it is, that the independence of the judges is not entirely secured. They can be suspended by the Governor. This is highly objectionable, but the community may console themselves with the reflection that this power will be found to be now-a-days practically nugatory. No Governor would think of suspending a judge in the present day, except for very good cause indeed, and except with the support and approval of the whole community.

The Legislative Council have also settled the Bishop question. The colony is to be placed under the episcopal supervision of the Calcutta or Hong Kong or Labuan bishop, who is to get £100 per annum for his expenses.

PENANG.

Advices from this port are to the 1st June. The home mail of April 24 had been received.

The *Straits Times* observes that if the last accounts from Penang are to be credited the Lieutenant-Governor of that island has been making himself intensely disagreeable and unpopular in his public capacity. An indignation meeting was held in the Exchange Rooms to consider his conduct in shutting up Government-hill grounds to the public, and the disgraceful state in which the Esplanade, which is the only public promenade, is said to be kept by his action and orders. Colonel Anson probably has his side of the story to tell, and may be perfectly able to justify legally all he has done or said, but a universal cry of dissatisfaction and disapproval is sufficient alone to condemn any ruler, law and facts to the contrary notwithstanding. It is only to be recollected that the residents are probably at present in an exceptionally irritable state, owing to their postal grievances and the heat of the weather, which appears to be very considerable.

It is said that the Lieutenant-Governor has been living on the hill for the last two-and-a-half months, while he had leave for only six weeks, and that he came down to office to attend to his public duties only once a week, which the Palm islanders think rather cool. Then, while he was on the hill, he employed convicts (who should do Government work alone) to cut grass on the plain for his ponies on the hill. This is considered useless waste of labour, as residents on the hill have, for the last fifty years, fed their ponies with hill grass which is quite good. Next, since his descent from the hill, he has been employing a gang of about twenty convicts making a croquet ground and ornamenting the policies about the house he rents. This is considered highly selfish and high-handed in the existing scarcity of convicts for Government work. Further, the esplanade, the cricket ground and evening promenade, has become an impassable swamp, or a black morass (such are the expressions), because his Honour insists on letting the grass grow up to thirty inches, to be cut for sale, instead of renting the ground to owners of cows and sheep, for grazing, as has been always the custom for years. The crowning grievance of all, and the one which has caused most bitterness of feeling, is the shutting up the grounds of the Government Hill Bungalow to the public, even when it is unoccupied.

To a letter forwarded by the chairman of the meeting above mentioned, the following reply was returned:—

"SIR,—I have the honour to acknowledge the receipt of your letter of the 27th inst., and to inform you that the grounds of Government-house on the hill have never been thrown open to the public. 2. I am at a loss to comprehend how allowing the grass to grow on the esplanade outside Fort Cornwallis should have converted the ground into a swamp. In my opinion, which is, however, open to correction, the rain has caused this, and not the long grass. 3. The grazing of animals on the esplanade is prohibited by law. 4. I have observed for several days prior to the date of your letter, that a number of men were employed in cutting the grass on the esplanade, which work must be now nearly completed. 5. Trusting these explanations will be found satisfactory by your constituents,—I am, Sir, your most obedient servant, A. E. H. ANSON, Lieutenant-Governor."

The *Penang Gazette* characterises the whole movement as an absurdity, and considers Colonel Anson's reply a wholesome "set-down" for the "misguided individuals" who formed the meeting.

The same paper says:—"The Shroff of the Penang Supreme Court has come to grief, Mr. Isemonger, of the Auditor General's office, on his tour of inspection having discovered a series of falsifications of accounts which enabled the Shroff to perpetrate frauds amounting to 800 dollars. We believe that the Registrar of the Court is liable to some extent for this deficiency."

It is rumoured that should the present Lieutenant-Governor of Malacca go home on sick leave, Captain Ord, at present Police Magistrate and Commissioner of the Court of Requests there, will be appointed to fill the vacancy.

Intelligence received from Yokohama by last mail announced that one of the boats of the wrecked steamer *Volga* had safely reached an island not far from that port, and that the thirteen men who escaped in her were all saved except Mr. Whittaker, an engineer of H.M.S. *Rinaldo*, who had died in consequence of the privations he had endured. A memorandum issued by the Admiralty, under date July 4, states, however, that intelligence has reached that department of Mr. Whittaker having reached the island of Miaki alive, and we are informed that the despatch alluded to was quite distinct as to the personal safety of Mr. Whittaker up to the time of arrival at that island. It is to be feared that the news of his death is equally reliable, but it occurred after he had reached Miaki.

BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

CAW—On the 1st May, at Manila, the wife of Thomas Caw, Esq., of a daughter.
HORNE—On the 12th July, at 22, Upper Bedford-place, the wife of Thomas Horne, Esq., of a son.

DEATHS.

SWANN—On the 25th April, at Yokohama, Commander John Tomlinson Swann, R.N., H.M.S. *Rattler*, second son of John Swann, Esq., of Ashham-hall, York.
HAMILTON—On the 4th May, at sea, the infant son of Captain John Hamilton.

LATEST TELEGRAMS.

(RECEIVED VIA GALLE, JULY 4.)

HONG KONG, JUNE 12.

Gray Shirtings, 6½ catty, \$3.10. Water Twist, 16-24, \$135. Cotton, \$20. Tea: Good inquiry; prices advancing. Total export, 12,500,000 lbs. Exchange on London, 4s. 6½d.

SHANGHAI, JUNE 5.

Gray Shirtings, 6½ catty, 2.30 taels. Cotton, 18 taels. Tea: Prices well maintained, and a large business done. Silk: Good inquiry; prices advancing. No. 3 Tsaltee, 575 taels; settlements in fortnight, 1,000 bales; total export to date, 1,500 bales. Exchange on London, 6s. 1½d. Freights, £5.

(RECEIVED VIA GALLE—THIS DAY.)

HONG KONG, JUNE 26.

Total export of Tea, 29,000,000 lbs. of new season's—400 tons engaged per mail steamer. Freights at Foochow, £5 10s. Exchange: Bank 4s. 8d., Credits 4s. 8½d.

SHANGHAI, JUNE 20.

Exchange: Bank 6s. 2½d.

SINGAPORE, JULY 3.

Exchange: Bank 4s. 7½d.

Commercial Report.

CHINA AND JAPAN IMPORTS.

YOKOHAMA.—We are without commercial advices from this port.

SHANGHAI.—Owing to the loss of the Benares, with the P. and O. mail, our dates from this port only extend to the 19th May. The following is a review of the markets between the 9th and 16th May:—The arrivals had been the Lennox Castle from London, the Achilles, str., from Liverpool, and the Whinell from Cardiff; the two former with general cargoes and the latter coal laden. Grey Shirtings: The firmness of holders had caused a rise in prices, and rates showed an advance of 3 to 4 candareens per piece. There had been a fair demand among the native dealers, and foreign speculation had tended to enhance the value of goods to arrive. Several large sales of this description were reported. T-Cloths: 7 lbs. dull of sale at last rates. The arrivals of 8 lbs. from Hong Kong have temporarily overstocked the market, and prices were weak. White Shirtings: Were still in small demand, and difficult to place. Woollens: Long Ells had further advanced in value, mainly owing to foreign purchases. Other classes showed no change. Metals: Iron Nail Rod: There was a good demand for Nail Rod, which was easily saleable; late arrivals had not materially increased supplies, and stocks remained low. Nail Rod t/s. 2.65 to 2.70, Hoop t/s. 2.50 to 2.55, Flat and Round t/s. 2.60. Coals: The only arrival had been the Whinell with 1,150 tons of Cardiff. Sales had been made of American at t/s. 13.50, Cardiff t/s. 11, Japan "to arrive" t/s. 7.50, other kinds without inquiry.

HANKOW.—Grey Shirtings: Early in the fortnight these goods were almost unsaleable, but latterly, a small demand springing up, sales were made at a decline of 2 to 3 candareens per piece. The fall had, however, since been nearly recovered, and closing rates were t/s. 2.23 to t/s. 2.27 per piece for 8 lbs. 4 oz. cloth, and t/s. 1.95 to t/s. 1.97 per piece for 7 lbs. White Shirtings were quite out of favour. T-Cloths: For really fine makes the market was firm, though the demand was not large. The common class were in excessive supply. Drills: Prices firm, but few buyers. Fancy Cottons much neglected, and prices tended downwards. Camlets: In the absence of any demand of importance prices were weak. Lastings: Firm at former quotations. Long Ells: Prices were nominally higher, but no sales had transpired. For Spanish Stripes, Medium and Broad Cloths, and Figured Orleans there had been no inquiry. Metals: Lead was in little request, and could not be valued higher than t/s. 6.80 per picul for best brands. Quicksilver: A sale had been effected at t/s. 50 per picul, but the demand was very trifling. Tin: There had not been any transactions, and the quotation of t/s. 19.50 to t/s. 20 per picul was quite nominal.

FOOCHOW.—The only business reported during the interval was as follows:—500 pieces 8½lb. Grey Shirting, at \$3.23 per piece; 3,000 pieces 7lb. do., at \$2.50 per picul; 300 pieces 7lb. T-Cloths, at \$2.60 per piece.

LEAD.—200 piculs had been sold at \$11 per picul. Owing to large arrivals from Shanghai, sales could not be effected at a better rate than \$10 per picul.

HONG KONG.—Cotton Yarn: Dealers had been purchasing quietly but steadily, and values showed a further advance of \$2.50 per bale, the market closing with an upward tendency. Piece Goods: Staple manufactures had attracted little attention during the first half of the interval, but subsequently buyers re-entered the market, and a fair business had been done; holders of all descriptions were very firm, and disposed to take advantage of any extended movement. 7 lbs. Grey Shirtings, White Shirtings of all reeds, English Drills, and 8 to 10 lbs. T-Cloths exhibited an advance of 5 to 10 cents per piece. A parcel of 2,000 pieces Dutch Drills had found buyers at \$5, and 400 bales 40 yard American Drills (Pepperell) had been placed at \$5.50 per piece. The latter were inquired for, and there were buyers of Pepperell "to arrive" at \$5.25. First receipts of favourite marks would doubtless fetch fully \$5.50 per piece. Woollens: All descriptions had been in demand since the arrival of the mail with advices of an advance in values in the home-market, and we have to report a much larger business in all kinds—excepting Blankets, which were out of stock—than during any previous fortnight for some time past. A general improvement in values had been the result, and there were now but few sellers at quotations. As the season advanced a further marked improvement was confidently looked for. Metals: A fair business had been done in iron at weaker prices for Nail rod, and former rates for other kinds. Steel was again dearer. Lead unchanged. Tin lower, supplies having come to hand. Tin plates and quicksilver were firm. Coal: Receipts amounted to 2,300 tons Sydney, 1,500 do. English, and 400 ditto Formosa, and sales had been about 1,200 tons Sydney, ex ship, at \$12. English and Welsh Coals were not inquired for, and were somewhat

lower. Anthracite was held at \$15 per ton. The quotations at the close ruled as follows:—Cotton Yarn—Nos. 16 to 24, \$125 to 137.50 per bale; Nos. 28 to 32, \$147.50 to 157.50; Nos. 38 to 42, \$155 to 160. Grey Shirtings: 7 lbs., \$2.55 to 2.60 per pc.; 8 lbs., \$2.85 to 2.90; 9 lbs., \$3 to 3.10; 9 lbs., \$3.45 to 3.55; 9½ lbs., \$3.60 to 3.65. White Shirtings: 54 to 60 reed, \$2.30 to 2.60 per piece; 64 to 66, \$3 to 3.20; 68 to 72, \$3.40 to 4. English Drills: 40 yards, \$4.75 to 4.85 per piece; 30 yards, \$3 to 3.10. T-Cloths, 6 to 6.2 lbs. \$1.95 to 2.05 per piece; 6.5 to 6.8, \$2.10 to 2.20; 7, \$2.35 to 2.70; 7.2, \$2.55 to 2.65; 8, \$3 to 3.10; 8.4, \$3.10 to 3.20; 9 to 10, \$3.35 to 3.60. Woollens: Long Ells H Scarlet, \$8.90 to 9; H Assorted, \$8.40 to 8.60; HH Scarlet, \$9 to 9.10; HH Assorted, \$8.60 to 8.80; Spanish Stripes, Scarlet, \$0.90 to 1 per yard; Assorted, \$0.88 to 1. Metals: Iron, Nail-rod, \$2.85 to 3.05 per picul; Square, Round and Flat bar, \$3.10 to 4.30; Hoop, \$3.40 to 3.60; Wire, \$8.50 to 9.50.

CHINA AND JAPAN EXPORTS.

TEA.

SHANGHAI.—The following report extends to the 16th May:—There had been doing nothing in old Teas, the Stock (with the exception of a few hundred packages common Greens still left over) having been entirely exhausted. Of the new crop it would be impossible to say anything definite before another fortnight had elapsed. Judging by the large amount of capital sent into the country this season, prices were likely to rule high there and to be freely responded to when the packed teas arrive at the ports for sale. The first arrivals of muster chests were expected in Hankow about the 24th May.

FOOCHOW.—The following is from Messrs. Olyphant and Co.'s report:—The feature of the fortnight has been the opening of the market for new season's Congous, at prices which are generally looked upon as fairly reasonable, considering the superior quality of the Teas as compared with those of last season, the general improvement in business of all kinds in Great Britain, the favourable advices respecting the London Tea market now coming out both by mail and wire, and the very strong statistical position. The effect of the continued favourable advices, we much fear, will be to do away with any idea of conservative action, and lead to an extremely active demand at enhanced values; and we are of opinion that, unless adverse advices reach us from Great Britain, prices throughout the season will rule over, rather than under, those paid at the opening. The first ship with new season's Teas—the Belted Will—sailed from Macao on the evening of the 25th May, but her cargo has not yet been circulated. New Congous commenced to arrive about the 17th May, and on the 22nd (stock amounting to about 30,000 chests) the market was opened at 26 to 33 t/s. short, or 2 to 3 t/s. over last season's opening rates, and up to the evening of the 23rd 44,000 chests Congous and 4,700 half-chests Oolongs had been taken. Medium grades not being taken so rapidly as teamen expected they would be, holders became anxious to realise, and a slight decline in prices for such teas took place, the market still having a downward tendency at the close, but fine grades maintained their opening values, and the few parcels of finest to hand commanded very full prices, Pehlings in some instances being taken at an advance of 5 t/s. on last season's prices. No Sincunoes or Kaisows had been received. The quality of first arrivals of Congous was disappointing, the teas being largely mixed with old leaf, but later receipts showed an improvement, and on the whole the teas are considered superior to those of last season, possessing considerably more strength. Prices for Oolongs are slightly in advance of those for first parcels last season, but this is made up by the quality of the teas, which are preferable both in leaf and liquor. Messrs. Rusden, Phipps and Co. offer the following remarks:—Congou: The first crop is reported large, say 25 to 30 per cent. more than last season. About 65,000 chests have arrived, of which 15,000 chests are Foochow packed. The Teas are stronger than last year, and are not so much intermixed with black leaves of last season's picking and firing. They are also generally in good condition. But on the other hand, the fresh picked leaf is old, and most of the chops have in consequence a coarseness of flavour unusual in first crop Teas. Indeed the lower sorts generally taste more like third, than first crop. The best district Teas have not yet arrived, but are reported to be good in quality, though rather rough and large in leaf. The market was opened yesterday, at t/s. 25 to 28 for Yung Hows and Hap Yangs; t/s. 27 to 33 for Sa Nues; t/s. 27 to 37 for inferior to good Suey Kuts; and t/s. 37 to 40 for Peklings; being about t/s. 2 to 4 higher than last year's prices. Oolong: About 10,000 half-chests have arrived, and so far the crop appears to be of inferior quality.

CANTON.—A good business had been done in Teas, chiefly during the first few days subsequent to the departure of the last mail. There had since been but little enquiry, and Tea men were anxious to realise at a decline from the prices paid for the earlier settlements, the second crop—which was reported to be both large and of good quality—being shortly expected. Holders would concede fully 2 t/s. for scented, and would probably accept still lower figures should the demand continue light.

Shipping Intelligence.

ARRIVALS.

At SHANGHAI.—From Newport, May 19, Tewkesbury; (from London, reported by telegram)—Burdwan, Star of China, Silver Eagle; from Tyne, Alexander; from Liverpool, Achilles, steamer; from Cardiff, Whinell.

At AMOY.—From London, May 25, Coulnakyle.

At HONG KONG AND CANTON.—From London, May 20, Chusan; from Hamburg, 20, Mobile, Miranda; (from New York, 17, U. S. steamer, Piscataqua; from Boston, 14, Nesutan; from Callao, 22, Dolores Ugarte (from London, reported by telegram), Peter Denny, Maiden Queen, Fusayama.

At MANILA.—None.

At SINGAPORE.—From London, May 25, Ocean Belle; from Liver-

pool, 23, Moss Trooper; 29, Diomed; June 3, Edmund Preston; from Newcastle, May 29, Joseph Hambro; from Glasgow, June 2, Edinburgh Castle; from Suez, May 28, H.I.M.S. Minerva; (from Liverpool, reported by telegram) Mary Nicholson.

At PENANG.—From Liverpool, 26th, steamer Diomed; from Glasgow, 25, Albion.

DEPARTURES.

From HANKOW.—For London (reported by telegram), Min.
From SHANGHAI.—For London (reported by telegram), Forward Ho, Titania.
From HONG KONG and CANTON.—For London, May 25, Belled Will; for Portland, 22, Jeannie Alice; for New York, 27, Jane Woodburn; for Havana, 23, Cataluna.
From MANILA.—For New York, May 12, Sumatra.
From SINGAPORE.—For New York, May 30, Benares.
From PENANG.—None.

VESSELS LOADING.

At YOKOHAMA.—None.
At SHANGHAI.—For London, Argonaut, Forward Ho! Leander.
At FOOCHOW.—For London, Ariel, Black Prince, Chinaman, Fiery Cross, Sir Lancelot Spindrift, Yangtze, Everest, Achilles or Agamemnon, steamer (expected).
At HONG KONG and CANTON.—For London, Undine; Carmarthenshire, Falcon.
At MANILA.—For Havana, Isabelita.
At SINGAPORE.—For London, Iona, Moss Trooper; for Liverpool and Glasgow, Edinburgh Castle; for Boston, Kate Cleather.
At PENANG.—For London, Albion.

FREIGHTS AND CHARTERS.

At FOOCHOW to LONDON.—The rate is £4 10s. per ton of 50 cubic feet. The steamer Achilles is circulated to load, and a considerable portion of her tonnage is engaged at £6 6s. per ton of 40 cubic feet.
At HONG KONG and CANTON.—Rates remain firm and tonnage scarcer. In coasting charters there is no improvement. The Carmarthenshire (under Government charter with invalids) has taken the berth for a limited quantity of cargo at £4, at which rates the Falcon and Undine are loading. The Circular of George Holmes gives the number of disengaged vessels in harbour (exclusive of Siamese) at nine, representing 3,910 tons.

At MANILA.—There are no vessels loading, but £4 10s. to £4 15s. could be obtained for sugar to the United Kingdom; £5 for hemp 20 cwt.

At SINGAPORE.—There is a good demand for tonnage to all parts. There is however a scarcity of vessels in harbour. To London the Moss Trooper was engaged full at £3 15s., but the next vessel taken up only obtained £3 10s.

VESSELS PASSED STRAITS OF SUNDA.

Date.	Ship.	From	To
May 8	Alliance	Singapore	Liverpool
" 10	Civiale	Saigon	Bremen
"	Mary Whitridge	Cardiff	Shanghai
" 11	Jenny	Liverpool	Shanghai
"	Abuigaaur	Liverpool	Manila
"	Amadine	Shields	Hong Kong
" 12	Agata	London	Manila
"	Alice	Saigon	Bremen
" 13	Spirit of the North	Manila	London
"	Otto and Antonie	Shields	Hong Kong
"	Leon Crespo	Manila	Falmouth
" 15	Cananore	Bordeaux	Batavia
" 16	Lieutenant	Liverpool	Shanghai
" 17	Lancastria	Singapore	Liverpool
"	Eleanor	Singapore	London
"	Honigby	Samarang	Middelburg
" 18	Emilie	Batavia	Bremen
"	William Freeng	Cardiff	Hong Kong
"	Lady Love	Nagasaki	Amsterdam
"	Golden Dream	Batavia	Amsterdam
" 19	Portland	Saigon	Rotterdam
"	Reina de los Angeles	Cadiz	Manila
" 20	Esperanza	Rio Janeiro	Hong Kong
"	R. S. Eby	New York	Hong Kong
" 21	Carl and Auguste	Bangkok	Falmouth
"	Malay	Manila	New York
" 23	Victoria	Liverpool	Manila
"	Mary Warren	Manila	Liverpool
" 24	President v. Ryckevorsel	Shields	Batavia
"	Scawfell	London	Hong Kong
" 25	Borneo	Boston	Batavia
"	Madagascar	Cardiff	Hong Kong
"	Eberhard	Cardiff	Hong Kong
"	P. Rickmers	Cardiff	Hong Kong
"	Anne Dymes	Singapore	London
"	Ragna	Cardiff	Chefoo
"	Granite City	Newcastle	Singapore

COMMERCIAL POSTSCRIPT.

TEA.—Messrs. Percival and Co.'s Circular of this date says:—"The Tea Market still remains in the same dull and inactive state, and the business of the last fortnight has been chiefly confined to the public sales. At these sales common to fair blackish and reddish-leaf Congous sold heavily at a further decline of 1/4d. to 1d. per lb., medium to fine, in some cases, showing a drop of fully 2d. per lb. on rates ruling a fortnight ago. Broken-leaf kinds and Dust sold a shade easier. Since the conclusion of the sales dealers have shown some disposition to operate at the

reduced sale quotations, but can only meet with occasional small parcels, and business in consequence continues limited. Green Teas have sold rather more readily during the last few days, more especially good common to fair Gunpowders. In Uncoloured Japans a fair amount of business has been done at 1s. for common, 1s. 2d. to 1s. 4d. for fair to medium. The public sales, which commenced on the 7th instant, comprised 25,734 packages, of which 22,500 were sold.

SILK.—The market is rather more active, and prices continue extremely firm in all descriptions. No. 3 chop Tsattees have been sold at 30s. in Shanghai of the new silk, and 1000 bales settled, including all descriptions. Fine Bengal of best sorts are scarce. Deliveries are of fair extent.

SHIPPING.

ARRIVALS NOT IN THE TABLES.—July 13, at Falmouth, from Bangkok, for Bremen, Melissa; 15, at Liverpool, from Bassein, Alarie; 10, off Scilly, from Batavia, Leopold Graaf van Linburg Stirum; —, off Queenstown, from Bassein, Mic Mac; 10, at Havana, from Macao, Eugene and Adele; 15, off Porthleven, from Colombo, Peter Symons.

DEPARTURES.—From Rotterdam, for Batavia, S'Gravenhage; July 11, from Sunderland, for Galle, Liberator; from Glasgow, for Manila and Yloilo, Eliza; —, from Rotterdam, for Batavia, Janette; 8, from Penarth Roads, for Manila, Margarita.

LAID ON.—At London, for Singapore, Hong Kong, and Shanghai, United Service; at Glasgow, for Galle, Abyssinia (s.s.).

SPOKEN.—Julia (Dut. barq.), Batavia to Maas, July 5, 48 N., 22 W.; Kosmopoliet 2, (not the Kosmopoliet as before reported), Amsterdam to Batavia, May 2, 24 S., 30 W.; Vertrouwen, Amsterdam to Batavia, May 16, 26 S., 33 W.; Alcyone, Amsterdam to Sourabaya, June 29, 10 N., 5 W.; Alcide (Amer. barq.), Liverpool to Japan, forty-five days out, May 2, 21 S., 27 W.; Kjobenhaven Packet, Sourabaya to Amsterdam, April 27, 35 S., 24 E.; Eyra, Cardiff to Singapore, June 5, 5 S., 29 W.; Concepcion, Cadiz to Manila, July 5, 29 N., 15 W.

MISCELLANEOUS.—The "Shallett," Willis, which sailed from Colomba, Dec. 14, for London, has been posted at Lloyd's as not having since been heard of.

LEGAL.

COURT OF BANKRUPTCY.—JULY 4.

RE GEORGE LYALL.

This was an adjourned sitting for discharge, the last examination upon the accounts having been passed at a former sitting.

Mr. Bazley represented the assignees, who did not oppose; Mr. Reed and Mr. Knight opposed for a Mr. Liebert, a creditor for upwards of £60,000; and Mr. Sargood (specially retained) supported the bankrupt.

At a former hearing a lengthened correspondence between the opposing creditor and the members of the firm was read, and to-day Mr. Reed concluded his address in opposition to the granting of an order of discharge upon two grounds—first, in contracting the opposing creditor's debt without reasonable expectation of payment; and secondly, for carrying on business by means of fictitious capital.

We give Mr. Commissioner Holroyd's judgment verbatim.

The Commissioner: [Interrupting Mr. Sargood, who was beginning his reply] I do not think I need trouble you, Mr. Sargood, in this case. In disposing of this case, I may say, in the first instance, I cannot but lament the very heavy loss sustained by Mr. Liebert in his dealings with the bankrupt. At the same time I think we must, with all our feelings for Mr. Liebert, not the less do justice towards the bankrupt himself. Now the opposition to the bankrupt under the 159th section is rested upon three heads: trading on fictitious capital, contracting debts without any reasonable expectation of payment, and that the bankruptcy is occasioned by rash and hazardous speculations. I think it necessary that we should go back to the earlier career of the bankrupt in considering the different points. It seems that the bankrupt had been doing business as a merchant for twenty-seven or twenty-eight years, and he had carried on business it appears successfully for a considerable time, and he was for some time in partnership with Mr. Still. In 1863, Mr. Maclean, who was before clerk in their house, was introduced and became a partner. Then they established the house at Hong Kong. Then it also appears that in 1863 and for several subsequent years, or at least in 1863, they had a surplus of £21,447, and therefore I must take it that up to 1863 they had been trading with very great success. In addition to that, Mr. Lyall and Mr. Still, who had been in partnership before together, had what they called separate property, so as to distinguish it from property which might belong to the firm of Lyall, Still, and Maclean, and that property was of the value of £72,580. There was therefore a surplus of £21,000 and £72,500, or nearly £100,000. In 1864 the business seems to have rather taken a turn unfavourable to the bankrupts, but still in 1864 they did not absolutely lose; on the contrary, they had a surplus in 1864 of £17,300. Then as we go on from 1864 things seem to have got worse, and they were obliged, or at all events Lyall and Still, who had this property which belonged to them of the value of £72,500, were willing that it should be made available for the benefit of the firm, and it is, in fact, brought into account, so that I cannot say that persons trading in that way, and who are in the position here stated in 1864, should stop their business then. I think it would be going a great deal too far. Then how long should they go on? They were dealing in matters which we all know take sudden turns as to value, and it is difficult to say, in fact, in answering one of Mr. Reed's questions, "When is the time to stop?" It really is very difficult for a person in that position who, having had considerable capital and carried on business successfully for so many years, to say that, when things begin to take a reverse, they must stop. I think that cannot be contended. Then when are they to stop? Undoubtedly they may have gone on

longer, as things have turned out, than one would think prudent for them to have done. They might have stopped earlier. Going on longer than they might, and, as it is proved, they ought to have done, is not an offence in itself; but that and various other circumstances charged by Mr. Reed are charged as circumstances of aggravation, as if any of the substantial offences in the Act of Parliament were distinctly proved. There are circumstances which one might have drawn from the correspondence which passed previously to the bankruptcy, which might have brought in that by way of aggravation to a particular statutory charge if that statutory charge were proved. In this case I must say I feel great difficulty in saying that any substantive charge under the Act of Parliament has been distinctly proved against the bankrupt under which any of the aggravated circumstances can possibly be brought in. Though there may be aggravated circumstances there must be proof, and clear proof, of the statutory offence, so that those aggravated circumstances might be brought in adversely to the bankrupt.

Then comes the question as to the substantive offences. Has there been a substantive offence proved? As regards fictitious capital, it appears to me there is no pretence for saying that the bankrupts have been trading upon fictitious capital. They did not manufacture accommodation bills and raise money upon those. They raised money on what has always been held, and has also been decided in the case of *ex parte Fryer*, not to be improper trading; that is, drawing to a certain extent against consignments. They raised their money in that way, and also by banks. Of course there must be a vast number of traders in this city who carry on business upon borrowed capital, but I have never heard it called fictitious capital. Money borrowed may be borrowed in a fair way and a legitimate way from bankers, and even if they overdraw the bank, if the bank chooses to allow it, that does not constitute an offence under the Act of Parliament, so that as to fictitious capital that may be disposed of.

Then as to contracting debts without a reasonable expectation of payment, I think that is also equally unavailable. Mr. Liebert's debt, without taking into account what is called the triplicate account, amounts to above £40,000. That debt was contracted, I think, or the bulk of it was contracted, more than ten months previously to the bankruptcy.

Mr. Sargood: The whole of it, I think, in April.

The Commissioner: I think there was some later. There was some at nine and ten months and three or four months; but what was contracted at a very late period, I believe, was recovered by Mr. Liebert, and, therefore, we may take it that the bulk, at all events, of the debt was contracted previously to June, 1866. That being the case, we look to see what payments the bankrupt made subsequently to June, 1866, and I find that the payments that he made subsequently to June, 1866, in this country—that is to say, in the several months of July, August, September, October, and November, 1866, and January and February, 1867—amounted to £63,298. I find, in addition to that, that the payments made by the China house to the Manchester creditors since June 1866, has been £115,000. Then I find further that, according to their course of trading, they drew against teas and silk, leaving a margin—and a considerable margin; and that what they drew against teas and silk would have left them, according to the margin which was reserved, about £40,000. If the teas, instead of going down, as I believe they did, or teas and silk, to something like an extraordinary price, had kept their prices or had risen in price, they would have had then nearly £40,000 more. So that altogether their assets seemed to be something like £200,000, and the house would have a right to have credit for that, as having paid it, or that which they might fairly consider would be available to them at that period, and that is after contracting Mr. Liebert's debt. Therefore, assuming they had all that money at their command, I think it cannot be said that they might not have paid if they had chosen, and it might possibly turn out that they ought to have chosen to have paid Mr. Liebert's debt in preference to some others which they had paid. Mr. Liebert might have the prior claim, but still if they had means at their disposal and chose to say, "we have got all these moneys, and we will pay these various creditors, A, B, C, and D, and we will exclude Liebert," for reasons which might have satisfied them they might do it, it cannot be said that Mr. Liebert's debt was contracted without any reasonable expectation of being able to pay it, if they had money with which they could have paid it if they had chosen.

Then, disposing of that, the remaining question is as to "rash and hazardous speculation." Now, with respect to that, it cannot be considered to be rash and hazardous speculation when a merchant who has been going on for some years in a particular course of dealing and in what I may call a legitimate course of trading, continues that course of trading in the same way as he has done before, and carries on his business as he has done before. It cannot be said that that is to be called "rash and hazardous." He does not deviate in the least from his former mode of trading, and then it simply resolves itself into this, that "rash and hazardous" does not mean "rash and hazardous" simply from this cause, that he ought to have stopped his trading sooner, and not incurred these last dealings. Assuming he should have stopped earlier, as I said before, that is not held to be an offence under the Act of Parliament. Under all the circumstances, and taking into consideration the fact that there must be proof by clear evidence of "rash and hazardous" trading, it cannot be said that the bankruptcy has been occasioned by "rash and hazardous" speculation.

Then there is one other circumstance which I think also very material in the present case, and which ought to be adverted to in favour of the bankrupt. It has been said and strongly urged that the bankrupt had been deceiving Mr. Liebert. Now so far from deceiving Mr. Liebert, it is necessary in the first place that I should say Mr. Liebert really did not place that confidence in the bankrupt which is usual between merchants and buyer and seller. Mr. Liebert adopted, as he had a right to do if he thought fit, a mode which satisfied his mind that he should under any circumstances secure to himself the payment of these goods. He would not trust the bankrupt, and he said "No, I must take care to secure the proceeds of

these goods to satisfy the prices which you ought to pay me for them." He does that through the medium of what has been referred to in the invoice. That again is brought forward as a charge against the bankrupt of what is called substituting an invoice. The course with respect to that appears to have been this. Mr. Liebert, as I said before, having chosen not to give uncontrolled credit as it were, and to rely upon the bankrupt himself for the payment of these goods, said, "No, I will have an invoice drawn up in a particular manner, and I will send that to your house at Hong Kong, so as to secure to me the proceeds of those goods, to be remitted here to meet the bills drawn against the goods." Then he also sent a copy of that invoice to the bankrupt, and in respect of that it is first said that the bankrupt did not simply add or did not simply send a copy of the invoice that he received from Liebert and add to that the freight, so that they might know, but he sent a fresh invoice altogether to the house at Hong Kong, simply stating that the goods were consigned on the part of those concerned without particularly alluding to the return of the proceeds to satisfy the bills. The charge against the bankrupt is that that was done fraudulently and with a view to prevent Mr. Liebert getting the price of his goods. Mr. Liebert thought that a course had been taken which operated as a lien upon the goods or the proceeds of the goods, and which secured to himself the payment for the goods. The bankrupt thought the same. The bankrupt has sworn that he thought Mr. Liebert had secured to himself that which would bring the returns and satisfy him; and if that had been the course of procedure out there, of course Mr. Liebert would not have suffered by the bankrupt. Then, it is also material on his behalf to refer to this: he says, and it is not disproved, that it was not usual to show these invoices that went out to the bankers or the persons who were asked to advance money upon the goods. They, I suppose, only produced the bills of lading and shipping documents; and so far it appears, in point of fact, that these invoices were not shown to the persons from whom the goods were obtained. At the same time it seems to me there is no reason for charging the bankrupt with any intentional fraud in what he did. On the contrary, it appears to be proved in evidence, and to be in accordance with his former practice from the year 1863 up to the latest period, to send all his invoices in the same form as that which has now been objected to. It is true that at an earlier date—I think as far back as 1861—there was an invoice in the form in which Mr. Liebert had drawn the invoice, but afterwards, with that exception, the course pursued by the bankrupt, as I said before, was in pursuance of that which he had followed and had been following for a course of two years. No complaint appears to have arisen under that course of dealing, but even taking it in the worst possible way (and I admit it would be more satisfactory, and I should have thought it more satisfactory, and the creditors would have thought it more satisfactory, if the invoice he wished to be sent out had been sent out), still it does not appear to have arisen from any bad intention on the part of the bankrupt, as it was not usual to show those invoices to the parties advancing the money. Therefore I cannot say from that that the bankrupt has been guilty of any offence under the Act of Parliament. But even assuming for a moment that there had been and there was evidence to show that the bankrupt had some bad intention or fraudulent intention in thus forwarding these invoices, still, if he had made an engagement with Mr. Liebert that he would send those particular invoices, and had broken that engagement afterwards, although that might be a very dishonest act on his part I admit, still it would not be an offence under the Act of Parliament. It would not be contracting debts without the expectation of being able to pay. It would not be "rash and hazardous speculation," though it would have been very wrongful on the part of the bankrupt so to do, but at the same time it would not constitute an offence; and, as I said at the beginning, I must be satisfied that some substantive offence has been clearly proved against the bankrupt, and as clearly proved against him as if it were in a criminal court, before I can say that upon such substantive offence being proved the proof of aggravating circumstances may be added so as to ask for severe punishment against the bankrupt.

Then as to the cases which have been cited, I think, after what I have stated, I need hardly add anything as to *ex parte Fryer* and *ex parte Barker*; *ex parte Barker* being simply the case of a bankrupt, by means of discounting and obtaining money from accommodation bills to a considerable amount, and there being no evidence of what money he had available to satisfy all those demands, it was held that that was contracting debts without a reasonable expectation of being able to pay. That is not the present case. The case of *ex parte Fryer*, again, alluded to the facts where there were particular charges made against the bankrupt, and clearly proved, and in addition to those facts as to the whole course of dealing. I should state that all these cases must depend upon their own particular circumstances, and that some circumstances taken by themselves might be very much altered in their bearing in connection with other circumstances which may exist in one case and not exist in another, and, therefore, it is difficult to apply cases except to apply any particular principle laid down in the case. It is difficult to say that one case must be governed entirely by another case.

Then as to the case that has been cited of *ex parte Marks*, as to contracting debts without reasonable expectation, that was one where the party in that case might have expected to pay from selling the goods. It appears he might and he could have paid that particular debt. Then as to the last case cited, of Lewine and Morris, I can only say with respect to that it appears to me that the circumstances in that case were as different as light and darkness from the circumstances in this.

Therefore, under all the circumstances of this case, I think the bankrupt must have his order of discharge. I do not know that it is necessary for me to say anything about the house in China, but it appears to me, although I have no right to say anything for or against the house in China, that the partners there have obtained their orders of discharge.

Mr. Sargood: Both of them.

NOTICES TO CORRESPONDENTS.

No notice can be taken of Anonymous Correspondence. Whatever is intended for insertion must be authenticated by the name and address of the writer, not necessarily for publication, but as a guarantee of good faith.

The London & China Telegraph.

LONDON, THURSDAY, JULY 16, 1868.

THE PACIFIC RAILWAYS.

APPROPOS of the Chinese Embassy, and the renewed interest it has aroused in the question of rapid communication with China and Japan, the American papers teem with glowing anticipations of the golden future awaiting the United States when the Pacific Railway and Mail Route shall become "the high road from Europe to the East." We are informed that there now remain "only" 900 miles of railroad to be made to complete the direct communication between the Atlantic and Pacific coasts; that this gap will probably be filled up during the coming winter; that early in 1869 it will be possible to reach San Francisco in ten days or a fortnight from New York in comfortable cars; and that, as means of transport are perfected, goods will pass over the route, and especially the light and costly goods of the East, with almost as great rapidity. Of the consequences to the United States of the opening of this new channel of communication, the most prodigious expectations are formed; and on the strength of the benefits to accrue to New York and San Francisco an era of feverish speculation has already set in to such an extent as to affect the value of land in both cities. The undeniable success of the China line undertaken by the Pacific Mail Company has led the American public to regard as an absolute certainty the eventual monopoly of the entire traffic between Europe and Asia. If the trade is already so great, they ask, what will it be when nearly all the Oriental products consumed in Europe, as well as in the United States, are brought over the Pacific Railroad, instead of round Cape Horn or the Cape of Good Hope? While the diversion of the bulk of the silk freight from the present Overland Route to their own line is taken as a foregone conclusion.

These calculations seem, however, somewhat premature, at least as far as Europe is concerned. No doubt the route will be a pleasant one for passengers, more especially on account of its doing away with the long voyage in the tropics; the admitted luxury of railway travelling in the States would be an additional inducement, were it not perhaps more than counterbalanced by the equally well-known frequency of those terrific accidents which every now and then involve the sacrifice of a holocaust of victims to Yankee go-a-head-ism. But it requires a very far-seeing eye to discern the period when English metals and piece-goods for the China market, or the supplies of tea and silk for all Europe, will be diverted from their present channel simply that they may travel over 3,000 miles of American railways. A single example will suffice to show the futility of such an idea. Silk or other merchandise shipped from Shanghai by the Peninsular and Oriental steamers, can be landed at Southampton within sixty days. By the Pacific line, as at present worked, it would reach San Francisco in thirty days; if to this we add fifteen for the railway journey, ten for crossing the Atlantic, and five for the various transshipments, we arrive at precisely the same result in point of time, but with the disadvantages of a route far more liable to delays and accidents, with a long railway transit of a necessarily expensive character. And should the Suez Canal ever fulfil its promise of conveying large vessels from the Red Sea to the Mediterranean, so that cargo may be conveyed to and fro between Europe and China or Japan by that route, without any transshipment at all, our American cousins may bid a long farewell to any hope of securing even the smallest portion of the traffic. Still, the scheme of an inter-oceanic railway is a grand one, and its completion will be fraught with important results to the New World. A New York correspondent points out that one of the curious results already arising from the opening of this new route to China and Japan is that the region which has been known to the civilised world for so many years as "the East" is now metamorphosed into "the West." Both China and Japan now begin to be considered and talked of all over the United States as Western countries, and Europe begins to be the "East."

THE HONG KONG MINT.

THE short and anything but brilliant career of the Hong Kong Mint came to a conclusion on the 25th of May last. It is with no little regret that we record the apparently final extinction of an institution from which we, in common with many well-wishers of the colony, had anticipated very beneficial results; but from the first it has had a succession of adverse influences to contend with, and in the end these have proved destructive. The first of them, as we long since pointed out, was the mistake of paying the whole cost of the building and plant, amounting to some \$400,000, in so short a time out of the revenue of the colony, instead of adopting some plan by which it might have been spread over a term of years; thus draining the treasury, and creating a prejudice against the Mint to begin with. Then came the panic, with its attendant financial crisis, its unfavourable effect in the course of exchange, and the almost total cessation of specie shipments. Besides all this, there seems to have existed all along a degree of hostility in official quarters which could hardly fail to end fatally, and which moreover has been characterised by a degree of energy that, had it been directed in a friendly spirit, might have ensured a very different result to the experiment. Rather more than twelve months since (in June, 1867) we reluctantly admitted that the prospect of a successful continuance of operations was doubtful, but we then pleaded for another year's trial, in the hope that within that time "something would turn up." At the last moment, it seems, something did turn up; two of the local banks gave Captain KINDER an opportunity of showing what the establishment could effect, even with a reduced staff, and during the last two months of its existence there were struck upwards of 3,000,000 coins, leaving a profit, we are told, after paying all expenses, of about \$23,000.

Nearly the whole coinage produced since the establishment of the Mint has been absorbed in Singapore and the Straits, scarcely any of it having circulated in China, although there is little doubt that the subsidiary coins, if not the dollar itself, would have been as favourably received at the various open ports as they were in Hong Kong and Singapore, had any sustained effort been made to introduce them. We still adhere to our original opinion that the failure of the scheme proceeds from no inherent defect, but is attributable chiefly to an ill-founded prejudice and to the want of such support as might easily have been accorded by a Governor more favourably disposed towards it. No blame can be attributed to Captain KINDER, who, we believe, has been unremitting in his efforts to make it thoroughly efficient, and with evident success, as far as regards its internal economy; and it is to be hoped that on his return, under circumstances so unsatisfactory to himself, the Home Government will not overlook his claim to some appointment of equal value.

THE PENANG MAIL SERVICE.

AT length the persevering endeavours of the Penang merchants and their friends have been rewarded by a discussion in the House of Commons on the question of renewing the mail service between that port and England. As we feared, all efforts to shake the determination of the Treasury proved unavailing. From the reply of Mr. SOLATER-BOOOTH to Mr. BARING's interrogatories, it will be seen that the P. and O. Company have offered to resume calling at Penang on their outward and homeward voyages, as under the former arrangement, for an additional sum of £5,000 per annum, which it is calculated would about defray the cost of the extra fuel expended. This must be admitted to be a very liberal overture on the part of the company, and the meanness of the policy that induced the Government to reject it can hardly be characterised in moderate language. The object is evidently to coerce the Straits Government into undertaking to bear a share of the extra expenditure. But before taking such a step as this, the GOVERNOR and his Council will do well to take into consideration the expense they have already incurred for the maintenance of two Straits steamers, besides a third now building on the Clyde. These vessels might surely be made available for some other duty, in addition to what at present seems their sole purpose, namely, the carrying of Straits officials from one port to another.

THE Duke of BUCKINGHAM has appointed CHARLES OWEN, Esq., of the Inner Temple, barrister-at-law, Senior Magistrate in the Straits Settlements, to reside at Singapore.

LITERATURE.

Rambles of a Naturalist in the China Seas. By CUTHBERT COLLINGWOOD, M.A., M.B., F.L.S., &c. London: John Murray, Albemarle-street.—In this work—a handsome volume of nearly 450 pages—we have a record of the experiences and observations of an eminent naturalist during a series of voyages, including China, Formosa, Borneo, the Straits, Labuan, &c., during the years 1866 and 1867. The circumstances under which the expedition was undertaken are not fully entered into, but it was chiefly performed in Her Majesty's vessels *Serpent* and *Scylla*, to whose commanders and officers Mr. Collingwood, in a very modestly-written preface, avows himself indebted for much kindness and courtesy. The reader who takes up this volume with the foreboding that its contents must necessarily be dull and uninteresting to all except students of botany, zoology, and kindred pursuits, will be agreeably disappointed. Far from confining his record of observations to the comparatively narrow limits that might be anticipated from the title of his work, the author devotes many pleasant pages to remarks on the climate and scenery of the countries visited, as well as picturesque delineations of the life and social characteristics of the people he mingled with. Even the short chapter devoted—with a sort of half apology for attempting any description of such well-known ground—to the overland trip from Marseilles to Hong Kong, derives a new interest from the fresh, unconventional manner in which the old and almost worn out subject is treated, so that even here at the very outset we begin to appreciate the value of a work wherein superior scientific attainments are brought to the aid of natural good taste and keenness of perception. Hong Kong, as might be expected, afforded little to interest our naturalist; and after a sojourn of a fortnight there, he proceeded in the *Serpent* to the Pratas Island and reef. Those who have been in the habit of regarding the Pratas merely as one of the most formidable "dangers" of the China Sea, will be surprised at the numerous points of interest it possesses. Formosa was next visited, and affords material for several most interesting chapters, one of which is devoted to an overland trip across country, from Tam-suy to Ke-lung, with an account of the curious sulphur-springs in the neighbourhood of the former place. After a coasting voyage to Shanghai, Mr. Collingwood left the *Serpent*, which was ordered northwards, and returned to Hong Kong, to prepare for a visit to Labuan, and the graphic description given of this island and its productions forms perhaps the most interesting part of the book. Here Mr. Collingwood had many opportunities of research, and was rewarded by the discovery of several new species of marine animals; and these excursions and their results are described with such a pleasant enthusiasm that we can readily believe the author's statement that all the difficulties and vexations he encountered—and they were not a few—were amply compensated by "the delight of having visited nature in her deepest recesses, and viewed her in her grandest aspects." After this, a short stay at Sarawak gave an opportunity of penetrating into the interior of Borneo, and studying Dyak life. Then we come to Singapore, and here again the reader will be surprised and pleased at the novel view presented to him of a place so often described by previous travellers. The Chinese and the Klings, who form so large a proportion of the colonists of the Straits Settlements, are admirably described, and the ineradicable vice of gambling is not allowed to pass unnoticed. To some comments on the extent to which it prevails among the Chinese at Singapore is affixed the following footnote, which at the present time is especially interesting:—

Since this has been written gambling has been legalised among the Chinese population at Hong Kong—a step which, while it has naturally given great offence to certain European classes, will be regarded leniently by those best acquainted with Chinese character, and will save the police a vast amount of trouble in hunting up and bringing to justice the numberless cases in which the attempt to restrict this Chinese institution was constantly being evaded by all classes, in whom the habit is too much a second nature to be eradicated by legislation.

These opinions—which, coming from such a source, are certainly deserving of respect—are not very dissimilar to those we have more than once expressed when writing on the much-vexed question of "the gambling ordinance." The opium trade also comes under consideration in this part of the book, and the author freely gives his opinion on it. He says it is a mistake to suppose that opium smoking obtrudes itself upon the notice of every traveller in China, and that the debasing and destructive effects of it meet the eye at every turn. It is an expensive luxury, and, like all other luxuries, is liable to abuse, and sometimes carried to excess; but, in proportion to the population, confirmed opium smokers in China are far less numerous than confirmed spirit drinkers in England.

That opium smoking is a vice, and leads to evil, is not for a moment to be denied, but that it is of that extent which is commonly believed by some philanthropists well-disposed but ill-informed, is evidently a mistake. Undoubtedly, if it could be rooted out of the customs of the Chinese people it would be a desirable end—and so it would if drunkenness could be eradicated from among the English people—but both ideas, we fear, are equally Utopian and Quixotic. Merchants engaged in the opium trade are loudly condemned, but to be just, those engaged either directly or indirectly in the production of ardent spirits should meet with an equal amount of reprobation. There can be no manner of doubt that drunkenness is far more productive of misery and crime in this country than is

opium smoking in China; while we are apt to forget that we are a Christian people, while the opium smoking Chinese are heathens, with a very imperfect natural appreciation of morality as understood in the west.

It must be admitted that the argument here is somewhat defective; for is it not our duty, as a "professedly Christian" nation, and having moreover experience of the deleterious effects of spirit drinking before us, to discourage, rather than aid, a heathen people who know no better in the use of another debasing stimulant? More than one tribe of American savages have been exterminated by the "firewater" supplied them by their Christian friends; may not opium produce, in the end, a similar result in China? But this is not the place for a dissertation on the opium trade—rather let us follow our author on his travels to Manila, and thence back to China, where he arrived in time to see the native new year holiday celebrated at Canton. Here our attention is attracted by several well-written chapters on Chinese manners, customs and idiosyncrasies, concluding with some pertinent remarks on the progress of missionary work among the natives. The remaining portion of the work is devoted to observations on "the surface population of the ocean;" "the luminosity of the sea" (both subjects treated in a manner equally entertaining and instructive), and the voyage home round the Cape; after perusing which we close the book with a grateful impression that we have travelled through many an old familiar scene with a new guide, to whom we are indebted for an appreciation of innumerable fresh and hitherto undiscovered beauties. We may safely predict a full measure of popularity for Mr. Collingwood's able work.

Chronique de la Revue Orientale. Paris, 8vo.—We have just received the first number of a new publication by the editors of the *Revue Orientale*. France possesses a number of very eminent Orientalists, but a very small public taking an interest in subjects relating to the Far East, and the proprietors of the *Revue* show great persistence under difficult circumstances. They propose in future to publish a periodical chronicle, of which the first number is before us, a brochure of sixteen pages, giving the news relating to the East, and also to continue the publication of original works from time to time. Amongst the items of news is that of the appointment, by Imperial decree, of M. Leon de Rosny as regular Professor of Japanese in the School of Living Oriental Languages of Paris, where he has heretofore conducted a supplementary course of instruction in the same language. Mr. A. Wylie's recent *Notes on Chinese Literature* is noticed in the *Chronicle* in high terms of praise, of which the following is an example:—"His work is not only a bibliographical manual, with an excellent index, but a course of literature which may be read from beginning to end with real pleasure, and which supplies in an attractive form a mass of information respecting the progress of Chinese civilisation which we seek in vain elsewhere." The writer of the notice says, that as Chinese literature is beyond question the richest and most varied in the East, it is to be hoped that in future Chinese scholars will furnish translations of some of the works of the best Chinese writers, instead of occupying their time in the production of bad romances, or insipid comedies, travestied to suit European taste. The recommendation is good, and we trust the editors of the *Revue* will set the example.

Rice Cultivation: Its Past History and Present Condition, with Suggestions for its Improvement. By LEOPOLD LUDOVICI. Colombo: J. Maitland and Co.—The subject of rice cultivation in Ceylon is one that has been much discussed of late, and not long since the Legislative Council of that colony appointed a select committee to inquire into it. The decay of agricultural industry, and its prejudicial effect on the condition of the native population, is attributed by the Government entirely to the apathy, the "love of ease and indolence" of the natives themselves; and the object of the work before us is not only to combat this idea, but to show that the real cause of decadence is misgovernment and neglect on the part of the European rulers of the island. In support of this view, Mr. Ludovici quotes the statement of Sir James Emerson Tennent, that during the last three centuries the Singhalese have seen three European nations in turn occupy their country and drain it of its wealth for their own enrichment; the Portuguese and Dutch carried away its cinnamon and pearls, the British have made its soil produce coffee and coconuts; but each has failed to do anything to encourage native industry or to emancipate the people from their dependent position. In proof of what these lazy, apathetic islanders could do for themselves before they were degraded by a foreign yoke, Mr. Ludovici points to the innumerable remains that still cover the island, remains of a vast system of tanks, canals, and water-courses, constructed and maintained by the native princes, under whose rule the development of agriculture was evidently the highest object aimed at. The remains of these gigantic works of irrigation—the silent witnesses of a bye-gone period of unexampled industry and prosperity—lie scattered over vast tracts of land now waste and barren; but many of these works says Mr. Ludovici (here again corroborated by the observations of Sir J. E. Tennent), including from five to seven hundred tanks, are still either in serviceable order, or susceptible of full restoration. Mr. Ludovici maintains that it is the duty of the Government to take measures for the restoration of these irrigation works; to rescind the present tax of one-tenth on paddy cultivation, an impost not only burdensome in itself, but most injurious in the mode of its collection; and generally to inaugurate a more liberal policy towards the native agriculturists. By these means only, he be-

lieves, can the material and moral advancement of the people, as well as the real interests of their rulers, be promoted; and we think he fairly makes out his case. Apart from its special object, the book derives great interest from the glimpses it affords of the early history and ancient glories of the island.

Journal of the Royal Asiatic Society. New Series, Vol. III. Part I. London: Trubner and Co.—The present volume of this journal contains a full proportion of communications on subjects attractive to students of Oriental philology. Of these the one most interesting to our own readers will be that headed "Remarks on the Indo-Chinese Alphabets," by Dr. A. Bastian. The races whose written languages form the subject of these remarks are the Siamese, Burmese, Annamese (including Cochin Chinese), the Mon (Talaing and Peguan), and the Kambodian. With the exception of the people of Annam, who follow the Chinese, all the rest of these Indo-Chinese nations have received their alphabets from India, but have adapted them to their monosyllabic tongues by the introduction of those accents or inflections which are so important and curious a feature of the Chinese language; a circumstance that gives rise to many interesting points of comparison. The King of Siam, it appears, has invented an alphabet which he considers adapted to all the Indo-Chinese dialects, as well as to languages of the Arian family, and has had some books printed in it at his own press in Bangkok; he has also constructed a Pali grammar on the system of the Latin grammar.

THE CHINESE EMBASSY.

The Chinese Embassy has returned to New York from Washington, and an early departure for Europe may be looked for. Just before leaving the American capital the Celestials attended a party given them by General Grant, and on their arrival at New York they were entertained at a grand banquet by the merchants of that city, at which another somewhat remarkable speech was made by Mr. Burlingame. The following report of the proceedings is from a New York paper:—

The banquet to the Hon. Anson Burlingame and his associates of the Chinese Embassy, given at Delmonico's on Tuesday evening by the citizens of New York, was in every respect worthy of hosts and guests. About two hundred and fifty sat down to dinner, including the Mayor and many of the most prominent citizens of New York. Governor Fenton presided. Shortly before ten o'clock the chairman, having called the company to order, spoke as follows:—

Having referred to the satisfaction this occasion afforded him, and the pleasure he took in welcoming the distinguished visitors from the Government of China, Governor Fenton said that in politics, history, and geography our nation presented interesting comparisons with the Chinese. The oldest Government of the East invited the civilisation of the West. The oldest, most fixed and secluded society extended a friendly salutation to the youngest, most liberal and progressive of nations, and great results to humanity would follow. It is our destiny to open up a nursery of freedom, equality, and progress for Europe and for Asia. It was the fortune of the speaker to be associated with Mr. Burlingame in Congress for several years, and he rejoiced in the choice of Mr. Lincoln falling upon him for the China mission. No event in modern diplomacy has equal significance with the present Embassy. He assured Mr. Burlingame of our appreciation of the friendliness and partiality of the Chinese Government in selecting him, an American citizen, as its leading representative to the world at large, and in choosing the United States as the first point of visit. In conclusion, he welcomed the Embassy to this City on behalf of the State, and offered their best wishes on their departure to complete elsewhere their noble mission. (Applause.)

Mr. Burlingame responded as follows:—

Our first duty is to thank you for this cordial greeting, to say to you that it is not only appreciated by us, but that it will be appreciated by the distant people whom we represent—(applause)—to thank you for this unanimous expression of goodwill on the part of the great City of New York, to thank you that, rising above all local and party considerations, you have given a broad and generous welcome to a movement made in the interest of all mankind. (Applause.) We are but the humble heralds of this movement. It originated beyond the boundaries of our own influence, and has taken dimension beyond the reach of our most ardent hopes. That East which men have sought since the days of Alexander now itself seeks the West. (Cheers.) China, emerging from the mists of time, but yesterday suddenly entered your western gates and confronts you by its representatives here to-night. What have you to say to her? She comes with no menace on her lips; she comes with the great doctrine of Confucius, uttered two thousand three hundred years ago, "Do not unto others what you would not have others do unto you." Will you not respond with the more positive doctrine of Christianity? "We will do unto others what we would have others do unto us." (Cheers.) She comes with your own international law; she tells you that she is willing to come into relations of accord to it; that she is willing to abide by its provisions; that she is willing to take its obligations for its privileges; she asks you to forget your ancient prejudices; to abandon your assumptions of superiority; to submit your questions with her, as she proposes to submit her questions with you—to the arbitrament of reason. (Applause.) She wishes no war, she asks of you not to interfere in her internal affairs; she asks you not to send her incompetent men; she asks that you will respect the neutrality of her waters and the integrity of her territory; she asks, in a word, to be left perfectly free to unfold herself precisely in that form of civilisation of which she is most capable; she asks you to give to those treaties which were made under the pressure of war a generous and Christian construction. (Cheers.) Because you have done this, because the Western nations have reversed their old doctrine of force, she responds,

and in proportion as you have done that, in proportion as you have expressed your goodwill, she has come forth to meet you; and I aver that there is no spot on this earth where there has been greater progress made within the past few years than in the empire of China. (Applause.) She has expanded her business; she has reformed her revenue system; she is changing her military and naval organisations; she has established a great school, where modern science and the foreign languages are to be taught. (Cheers.) She has done this under very adverse circumstances; she has done this after a great war, a war lasting through thirteen years, a war out of which she comes with no national debt. (Laughter and applause.) You must remember how dense is her population; you must remember how difficult it is to introduce radical changes in such a country as that. The introduction of your own steamers threw out of employment 100,000 junkmen; the introduction of several hundred foreigners into her civil service embittered, of course, the ancient native employees. The establishment of a school was firmly resisted by a party led by one of the greatest men of the empire. Yet in defiance of all this, in spite of all this, the present enlightened Government of China has advanced steadily along the path of progress—sustained it is true, by the enlightened representatives of the Western Powers, at Peking; directed and guided largely by a modest and able man, Mr. Hart, Inspector-General of Customs, at the head of foreign employes in the Empire of China. Yet, notwithstanding all these things, notwithstanding this manifest progress, there are people who will tell you that China has made no progress, that her views are retrograde, and they tell you that it is the duty of the Western Treaty Powers to combine for the purpose of coercing China into reforms which she may desire and which she may not desire; who undertake to say that these people have no rights which we are bound to respect. In their coarse language they say, "Take her by the throat," using the tyrant's plea; they say they know better what China wants than China herself does. Not only do they desire to introduce new reforms born of their own interests or of their own caprices, but they tell you that the present Ministry must fall, and that the whole structure of China's civilisation must be overthrown. I know that these views are abhorred by the Governments and the countries from which they come, but they are far away from their countries; they are active, are brave, are unscrupulous, and if they happen to be officials it is in their power to complicate affairs and to involve their countries in war. Now, it is against the malign spirit of this tyrannic element that this mission was sent forth to the Christian world; it was sent forth that China might have her difficulties stated. That I happen to be at the head of it is, perhaps, more an accident than any design; it is, perhaps, because I happened to be longer there than any of my colleagues; it is, perhaps, because I was about to leave, and, perhaps, more than that, because my humble name was associated with the establishment of the co-operative policy, which, in conjunction with abler men, I aided in establishing not many years ago. I desire that the autonomy of China may be preserved; I desire that her independence may be preserved; I desire that she may have equality, that she may dispense equal privileges to all nations. If the opposite school should prevail, if you are to use coercion against that great people, then who is to exercise the coercion; whose force are you to use? whose views are you to use? You see that the very attempt to carry out any such tyrannic policy would involve not only China, but would involve you in bloody wars with each other. There are men of that tyrannic school who say that China is not fit to sit at the council board of the nations who call them barbarians, who attacked them on all occasions with a bitter, unrelenting spirit. These things I utterly deny. I say, on the contrary, that that is a great and noble people. (Cheers.) It has all the elements of a splendid nationality. It is the most numerous people on the face of the globe. It is the most homogeneous people in the world. It has a language spoken by more people than any other language in the world. It is a country where there is a greater unification of thought than in any other country in the world; it is a country where the maxims of the great sages, coming down and memorised, have permeated the whole people, until their knowledge is rather an instinct than an acquirement; a people loyal while living, and whose last prayer when dying is to sleep in the sacred soil of their fathers. (Applause.) It is the land of scholars; it is the land of schools; it is the land of books—from the simple pamphlet up to encyclopedias of 5,000 volumes; it is the land where privileges are equal; it is the land without caste, for they destroyed their feudal system 2,100 years ago, and they built up their great structure of civilisation on one great idea—that the people are the source of power. (Great cheering.) It is a sentiment that was uttered by Mencius 2,100 years ago, and it was old when he uttered it. The power goes forth from that people into practical government through the competitive system, and they make scholarship a test of merit. (Applause.) I say it is a great people. It is a polite people. It is a patient people. It is a sober people. It is an industrious people. And it is such a people as this that the bitter boor would exclude from the council hall of the nations. It is such a nation as this that the tyrannical element would put under its ban. They say of this people, nearly one-half of the human race, that they must become the weak wards of the West—wards of nations not so populous as many of their provinces, wards of people who are younger than their newest village in Manchuria. I do not mean to say that the Chinese are perfect. Far from it. They have their faults, like other people. They have their pride, like other people. They have their prejudices, like other people. These are profound, but they must be overcome. They have also their conceits, like other people. These must be done away. But they are not to be done away by talking to the Chinese with cannon; by telling them that they are feeble—that they are barbarians. No. China has been cut off by her position from the rest of the world. She has been separated from it by limitless deserts and by broad oceans; but now, when the views of men have so expanded that we behold the very globe itself diminishing in size,—now, when science has taken away the desert and has narrowed the ocean, China, seeing another civilisation approaching on every side, has her eyes wide open

to the situation. She sees Russia on the north, Europe on the west, America on the east. She sees clouds of sails on her coast, she sees mighty steamers coming from everywhere "bow on." (Laughter and applause.) She feels the spark from the electric telegraph falling hot upon her on all sides, and she rouses herself, not in anger, but for argument. (Applause.) She says that she finds that by not being in a position to compete with the other nations for so long a time she has lost ground. She comprehends very well that she must come into relations with the civilisation which is pressing all around her; and comprehending that, she does not wait to be approached, but comes out and extends to you her hand. She tells you she is ready to take upon her ancient civilisation the graft of your civilisation. She tells you she is ready to take back her own inventions with all their developments. She tells you that she is willing to trade with you, to buy of you, to sell to you, to help you to strike off the shackles from trade. She invites your merchants, she invites your missionaries; she tells them to plant the shining cross on every hill and in every valley, for she is hospitable to fair argument. I say she is willing to strike off the shackles from trade. She offers you almost free-trade to-day. Holding the great staples of the earth, tea and silk, she charges you scarcely any tariff on the exports you send out in exchange for them. She is willing also to meet the inferior questions that have been raised respecting transit dues; and if you will only have patience with her and right reason, she will settle those questions to your satisfaction. The country is open, and you may travel for pleasure and trade where you like. What complaint, then, have you to make of China? Show her fair play, and you will bless the toiling millions of the world. That trade which in my own day in China has increased from 32,000,000 dols. to 300,000,000 dols., is but a tithe of the enormous trade that may be carried on with China in the future. Let her alone, then. Leave her her independence. Let her develop herself in her own time and in her own way. She has no hostility to you. Let her do this and she will initiate a movement which will be felt in every workshop in the civilised world. She says to you now, "Send us your wheat, send us your lumber, send us your gold, send us your silver, send us your goods; we will take as many of them as we can, and give you in return our tea, our silk, and our free labour, which we have already sent out so largely throughout the world—which has already overflowed upon Siam, upon Singapore, upon Manila, upon Peru, upon Cuba, upon Australia, upon California." All China asks is that you will be as kind to her *nationals* as she is to your *nationals*. She asks simply that you do her justice. She is willing not only to exchange goods with you, but thoughts also. She is willing to give you what she thinks is her intellectual civilisation in exchange for your material civilisation. Let her alone, and the caravans on the roads of the north, toward Russia, will swarm in larger numbers than ever before. Let her alone, and that silver which has been flowing for hundreds of years into China, losing itself like the lost rivers of the West, but which yet exists, will come out into the affairs of men. Let her alone, and those great lines of steamers, the Peninsular and Oriental, and Messageries Imperiales, may multiply their tonnage many times; and your own great line, the pride of New York, the Pacific Mail, may increase their tonnage tenfold; and they will still, as at present, have to leave their freight upon the wharves of Hong Kong and Yokohama. The imagination kindles at the future which may be and which will be, if you will be fair and just to China.

The following letter, commenting on Mr. Burlingame's speech, has been addressed to *The Times* by "A Resident of Seventeen Years in China":—

"Sir,—The speech of Mr. Burlingame, who is accredited to foreign courts as Chinese Ambassador, at a banquet of the leading merchants of New York, demands immediate attention. He is reported to have referred to a 'tyrannical policy' which 'would involve not only China, but would involve you in bloody wars with each other.' We are charged deliberately with enforcing a policy of that order, and are told that hostile conflict between foreign nations will be the result. Sir, I hesitate not to say that no grosser caricature of the real facts could have been uttered. There has been no policy of tyranny on our part, nor do any grounds exist for the apprehensions which Mr. Burlingame would fain raise.

"If there has been one thing that we have urged upon the Chinese rulers with unremitting persistence during the last twenty years, it has been an earnest entreaty that they would accept the proffered hand of friendship, and suffer their subjects to enter into friendly relations with us. But we have urged in vain. That this description is the truth could be amply verified, and Mr. Burlingame's misrepresentations completely refuted, by quotations from the history of our intercourse with China in the columns of your journal. I hasten to enter an emphatic protest against the attempt on the part of Mr. Burlingame to reverse our policy in China.

"If Mr. Burlingame succeeds, then, sir, we shall, without a doubt, be involved in wars, though not in the direction indicated by Mr. Burlingame. I need not dwell upon the vast interests—in which we stand alone—that this country has in the Pacific development of our trade in China. Those interests will be imperilled if Mr. Burlingame has his way. Before the Foreign-office takes any leap in the dark let there be at once the fullest discussion of China policy in the House of Commons. And if it be too late this Session for such discussion, let Lord Stanley take counsel of the British merchants interested in the trade with China before he yields to the seductions of Mr. Burlingame."

A New York paper mentions that a flag has just been manufactured in Boston to the order of Hon. Anson Burlingame, for the use of the Chinese Embassy, which will be displayed from the quarters of the distinguished visitors in all the principal places they visit during the fulfilment of their mission. The flag is made of yellow bunting, with a blue border, measures 30 x 20 feet, and bears upon it a monster dragon painted in blue and extending its entire length.

THE HONG KONG PETITION.

On the 6th inst. Mr. MATHESON presented the petition from the colony of Hong Kong to the House of Commons. It has been printed for distribution to members, but—as we feared—owing to the lateness of the session and the press of other business, it cannot be brought under the notice of the present Parliament.

THE BREAKDOWN OF THE "GREAT REPUBLIC."

A correspondent of *Mitchell's Steam Shipping Journal* gives an interesting account of the accident which happened to the machinery of the Pacific steamer *Great Republic* on her last voyage from San Francisco to Yokohama, and of the ingenious manner in which the difficulty was surmounted:—

"The steamship *Great Republic*, which sailed from San Francisco for Yokohama on 7th March, after fourteen days' running, met with a rather remarkable accident, being no less than the snapping of her starboard shaft. This shaft is really outside the ship, and as the wheels cost \$20,000 each, it was an object to save the one rendered useless, as well as to get into a position that would admit of the other wheel being used. The total weight of the wheel and shaft exceeds 104 tons—this had to be thoroughly severed from its connections, and made fast. To most people such a feat would seem an impossibility, but it was not only undertaken but fully accomplished. In thirty-one hours from the accident the ship was again on her voyage. The arrangements for overcoming the difficulties were promptly planned and diligently executed. All the hands were immediately turned to, and the entire ship's company, composed of 125 men, were incessantly at work. They were divided into two gangs, one in the mate's department, to work upon the sails and rigging, the other in the engineer's department to work upon the wheel and broken shaft. Masts which were hoisted, full sets of yards which were on deck were sent aloft, and everything got ready for putting upon her the greatest possible amount of sail. At the same time the buckets were taken off from all that part of the starboard wheel which was not submerged, and hoisted on deck. The shaft then stood with the fractured part uppermost, and it became necessary to turn the wheel sufficiently to bring the remaining buckets out of water, and also to bring the remaining third of the shaft uppermost, so as to get at it to mark it with a cold chisel, preparatory to completing the fracture. The various parts of the starboard wheel were then severally lashed to the timbers of the wheel-house, with chains and hawsers to hold it immovable, and to prevent it from falling into the sea when detached. The starboard wheel being lashed as nearly immovable as possible, the engine was started ahead, so as to revolve the shaft just three inches, and by so doing the remaining third was fractured. The two broken ends now overlaid each other, and it became necessary to separate them. In order to do this the outboard end of the shaft and wheel was raised by hydraulic jacks, and the broken shaft and wheel launched off from the ship about eleven inches, when the inboard end was allowed to drop just below the other piece then in the journal, and after chafing planks had been placed between it and the ship's side, it was brought close in to the vessel and finally secured, the outer end having been let back into its former place. In this condition she got under way with the wind E.N.E., coming round with all her head sails set and her port wheel turning slowly. Everyone on board had supposed that in this condition it would have proved a difficult task to steer the ship, and that she must necessarily carry a weather helm to a remarkable degree. But she was found to be going six knots an hour, and carrying her rudder very nearly amidship. The voyage was continued in this manner, the ship running from 130 to 177 miles per day; and she reached Yokohama in safety, having run 2,000 miles in her crippled condition. This feat of the *Great Republic*, which was accomplished in fourteen days, may be set down as an original occurrence in steam shipping. The *Great Republic* could hardly have broken her shaft in a spot more remote from any assistance, or further from any port of repair. She did not see a sail on the voyage. Yet, notwithstanding all these circumstances, the above is her record, which cannot but prove most satisfactory to her builders and owners.

POSTAL CONTRACTS.—*The Pall Mall Gazette* says:—"The new arrangement of the contract for the mail service in the East, upon which the Post-office authorities congratulated themselves lately, turns out to be anything but a judicious alteration. There has been a large increase in the rate of postage, except in the cases of officers in the army and navy, who, as Mr. Crawford truly said last night, are no more entitled to the exemption than other people; and Pénang has been left without any direct mail communication. Yet the Government is to lose by the contract—the sole advantage being, we presume, the certainty of a weekly mail to Bombay. The merchants, it appears, have protected themselves by using a lighter paper, so that one firm saves £500 a-year in its postage, even on the increased rates. This new plan of starving the large lines of steamers, which have always served the public very fairly, is likely to be productive of considerable inconvenience. The Cunard line has been cut down, so that in the winter we shall probably find communication with America less certain and quick than it is in this weather, when a cockle boat might cross the Atlantic; and some one wishes to abolish the West India line. It is a popular mistake to suppose that these services of steamers are conducted with great profits and little risk. In some weeks during winter the Cunard steamers run almost solely for the conveyance of mails, and nothing but the old contract would have enabled the company to keep so many powerful vessels on the line. As it is, several of them have lately been sold. The 'P. and O.' has tremendous losses to set against its gains."

Monetary and Commercial.

At the Bankruptcy Court, on the 4th inst., Mr. George Lyall, of the firm of Lyall, Still, and Co., received his discharge. He was opposed by Mr. Liebert, a creditor to a large amount, on three grounds—namely, of trading on fictitious capital, contracting debts without any reasonable expectation of payment, and of entering into rash and hazardous speculations. On the first charge Mr. Commissioner Holroyd held that although the firm had traded on money borrowed from banks and advanced on consignments, they had not manufactured accommodation bills; borrowed capital, he considered, was not fictitious capital. On the second charge the Commissioner exonerated him on the ground that when their affairs took an adverse turn they had a large surplus or reserve, and having been successful in business for some twenty-seven years they might reasonably expect a renewal of prosperity. On the last head, the Commissioner decided that the operations which led to the bankruptcy could not be called "rash and hazardous," inasmuch as these were of precisely the same nature as those they had successfully carried on for so many years. It could not be contended that a person who had conducted a business successfully for a long period ought to stop the moment he experienced reverses. It was difficult to say exactly when he ought to stop; perhaps Mr. Lyall had gone on longer than was prudent, but in so doing he had not offended against any statute. From these deductions by the Commissioner, it is evident that the present bankruptcy law practically allows of overtrading to almost any extent.

An attempt on the part of the manager of the Bank of South Australia to procure a postponement of the outgoing mail until Monday, owing to the late arrival of the inward mail, has met with no success. The Post-office authorities very properly decline to make any change, on the ground that such a step would disorganise the whole of the mail services to India and China, as well as Australia.

It appears that the representations of the English Post-office authorities to the French Government, regarding the delay in putting the continental mails on board the P. and O. steamers at Marseilles, have at length produced the desired effect, and that a new arrangement has come into force by which all the mails are alongside the steamer at 7.30 A.M. Relying on the continuance of this, the company has returned to the old plan of naming 7 A.M. on the passengers' tickets as the hour of embarkation.

The biddings for £200,000 in bills on Calcutta and Madras were held yesterday at the Bank of England. The amounts allotted were, to Calcutta, £150,000, and to Madras £50,000. The minimum price was fixed, as before, at 1s. 10½d. on both Presidencies. Tenders at 1s. 11½d. will receive about 18 per cent.; those above will be allotted in full. These results show a slight increase in the demand for means of remittance to the East.

A letter from Mr. Lange, the representative in London of the Suez Canal Company, announces that the loan of four millions sterling required to complete the works of the canal has been fully subscribed for, and that, consequently, the subscription lists, which have been open to the public for three days, are now finally closed.

The first ordinary meeting of the Indo-European Telegraph Company (Siemen's line) will be held on the 7th of August, when a report will be presented with reference to the progress of the works.

The dividend declared by the Union Bank of London at the meeting on the 15th inst. was at the rate of 15 per cent. per annum, carrying over £20,000.

A dividend of £1 10s. per cent. for the past half-year is to be recommended by the directors of the London and St. Katharine Docks Company.

The Thames and Mersey Marine Insurance Company (Limited) have declared an interim dividend of 2s. per share, or at the rate of 10 per cent. per annum for the half-year ended the 30th of June.

Owing to the receipt of higher quotations of exchange from China, Mexican dollars have been more in request, and rose ½d. per ounce—viz., to 4s. 11½d. The supply here is still very small. Bar silver is without change, at 5s. 0½d.

According to a statement just issued by Messrs. Pixley, Abell, and Langley, the imports of gold and silver during the six months ending June last amounted to £15,283,910, against £10,774,787 for the corresponding period of 1867. The six months exports reached £10,169,802, against £8,155,674.

The amount of bullion by the P. and O. Company's steamer *Massilia*, from Southampton on the 11th inst., was, in gold, to Galle, £10,000; to Bombay, £19,000; to Madras, £4,285; to Singapore, £2,000; to Batavia, £5,000; in silver, to Bombay, £21,000; to Singapore, £71,500; to Hong Kong, £13,960; to Yokohama, £2,210; total in gold, £40,285; in silver, £108,670.

ARTICLES OF IMPORT.

TEA AND SILK.

(See Commercial Postscript.)

COTTON.

On the 4th inst. (the date of departure of the last outward mail) the demand in the London market became more active than previously, and sales of considerable quantities were effected, at a material advance in rates. The improvement, however, was not lasting and on the 6th the market again became dull, prices receding to about a level with those given in our last report. Since that date there has been but trifling change, and quotations although exhibiting a downward tendency remain for the greater part without alteration, the current quotations on the spot being as follows:—Madras—Tinnivelly: Middling fair, 8d.; fair, 8½d.; good fair, 8½d. to 8½d.; Northern and Western, middling fair, 7½d.; fair, 8d.; good fair, 8½d. Coconada: Middling fair, 7½d.; fair, 8½d.; good fair, 8½d. Scinde: Middling fair, 7½d.; fair, 7½d.; good fair, 8½d. Bengal: Middling fair, 7½d.; fair, 7½d.; good fair, 8½d. The business done for arrival has been at the following rates:—Tinnivelly, ship named to February sailing, guaranteed good fair, 8d. to 8½d. Western Madras, June shipment to May sailing, guaranteed fair, 7½d. to 7½d. Coconada, May sailing, guaranteed fair red, 7½d. Sawginned Surat, May shipment, guaranteed fair new, 8½d. Oomrawuttee, May sailing, guaranteed fair new, 8½d. Broach, May sailing, guaranteed fair new, 8½d. Bengal, May to March shipment, guaranteed fair new, 7½d. Scinde, May sailing, guaranteed fair new, 7½d.

The Liverpool market has exhibited a more favourable appearance. There has been an increased demand at hardening prices, and, although the market has become quieter since the 11th inst., the rates show some advance upon those given in our last. The total sales since the 9th instant amount to 36,000 bales, including 28,500 to the trade and 7,500 for speculation and export. The following are the current quotations:—On the spot: American, 10d. to 12d.; Pernam, &c., 10½d. to 11½d.; Santos, 11½d.; Egyptian, 12d. to 16d.; Surat, 7d. to 9½d. There have been very few transactions "to arrive," the only sales reported being Comptah, fair new merchants', ship named, at 7½d.; Maceio fair, ship named, at 10½d.; Oomrawuttee, fair new merchants', April sailing, at 8½d.; Dhollerah, fair old, April sailing, at 8½d.

COFFEE.

The quantity of Plantation Ceylon brought forward at the auctions has been very extensive, but the demand having also been large, nearly the whole has found buyers. For the ordinary qualities the rates have remained without alteration, but there having been considerable competition for the parcels of superior descriptions offered prices have exhibited some advance. The sales of Plantations have been 2,180 casks, 176 tierces, 180 barrels, and 800 bags. The following are the present quotations:—Triage, 37s. to 53s. 6d.; ordinary to fine ordinary dull, 61s. to 66s.; fine fine ordinary to low medium colour, 67s. to 69s. 6d.; middling to good middling, 68s. to 81s. 6d.; bold, 81s. to 89s.; peaberry, 70s. 6d. to 86s. For Native Ceylon there has been a steady demand, and former prices (with few exceptions) have been maintained. The sales have comprised 156 casks, 72 tierces, 700 barrels, and the latest prices paid have been 52s. 6d. for bold, 47s. to 48s. for ordinary, and 53s. for peaberry. The sales at the auctions have also included 75 bags indirect Java at 65s. for good, and 47s. to 57s. for inferior; while 70 bags Penang, 83 bags Manila, and 27 bags Singapore were withdrawn.

COIR GOODS.—Public sales of yarn of good extent have gone off with animation at firm prices, the fine qualities £2 to £3 per ton higher. The supplies of other articles were unimportant. At the auctions 12 bales Ceylon yarn sold—very fine £87 15s., fine £58 10s., good £38; of 106 tons a good part sold—good middling to good £36 to £42 15s., middling £29 15s.; 400 bundles Ceylon Fibre sold at £24 10s., 10 bales bristle sort sold at £30, 3,248 ballots part sold £18 10s., and 197 bales Singapore were withdrawn.

CAMPOR.—The market remains steady at £6 10s. landing weights and £6 12s. 6d. re-weights.

COCOA-NUT OIL.—A fair business has been done in Ceylon, the former quotation of £51 being steadily maintained.

CUTCH.—Rates are again lower, and of 100 bags of good quality offered, 40 bags sold at 35s. By private contract about 600 bags fine quality have realised 35s. 6d. to 36s. per cwt.

GAMBIER.—The demand has not been active, and the sales at auction have only been 700 bales realising 17s. 6d. per cwt.

GUM BENJAMIN.—Of 44 cases Siam 43 cases in block sold, firsts, small to bold almond mixed at £20 10s. to £21 10s., rather dark small almond £9 10s. to £10, dark hard ditto £10, siftings £10. Of 52

cases Sumatra 8 cases sold, middling to good fair seconds at £8 to £9, the remainder bought in, dark to good £7 5s. to £10 15s.

JAPAN WAX.—At auction 12 cases good saucers were bought in at £6 5s. per cwt.

MANILA HEMP.—The market has been throughout the interval extremely dull, and we have no transactions to report.

PLUMBAGO.—The offers at the sales have included 543 barrels Ceylon, of which 150 barrels sold at 46s. for bright lump, 27s. 6d. to 29s. for ordinary lump, and 15s. per cwt. for dust.

PEPPER.—Black: There have been no offers at the public sales. By private contract there has been a good business at full rates, and about 2,700 bags Penang have been sold at 3d., and 2,400 bags Singapore at 3 5-16ths per lb. White: The market has remained steady, at 5d. for Penang and Singapore.

RICE.—No alteration of importance has taken place in prices, for although the hot dry weather is favourable for the wheat crop and checks the demand for rice, yet as other descriptions of home-grown grain may suffer, holders do not press sales, and little business has been done. In auction 1,364 bags Bengal broken white were bought in at 11s. By private contract about 4,000 bags Ballam have sold at 8s. 9d. to 9s. 3d. 350 bags middling Dacca at 10s. 7½d. For arrival about 1,050 tons Dacca have been sold at 9s. 6d. to 9s. 9d. ex ship. A cargo of 970 tons Saigon, April sailing, has been sold at 10s. 3d., ex ship, less 2½ per cent. discount, for London. A cargo of 550 tons Siam, March sailing, has been sold without guarantee at 11s. 3d. for Liverpool on the quay. One of Siam at 10s. 6d. ex ship or 11s. landed here, and 1,500 tons Rangoon at 10s. 3d. ex ship.

SPOICES.—Cinnamon: Nothing doing. Mace: At auction four cases very good Penang were bought in at 3s. 6d. Nutmegs have met little demand; of twelve cases Penang two cases, 102 to the lb., sold at 1s. 4d. to 1s. 5d., the remainder 87s., old import bought in at 1s. 9d.; 11 casks Java part sold 72s at 3s. 3d., 99s at 1s. 4d. per lb.

SUGAR.—There has been an improved demand both for Penang and Manila, and business has been done at a considerable advance on the former nominal quotations. At the public sales 2302 bags Penang superior quality of fresh import sold with good competition at rather above the valuation, good brown to low yellow (duty 9s. 7d.), 32s. to 32s. 6d., middling to fine yellow (duty 10s. 6d.), 34s. 3d. to 38s., superior bright, 38s. 6d. The transactions in Manila are reported as follows:—At the auctions 12,000 bags clayed at 30s. 6d. to 31s., 530 tons Muscovado at 28s. to 28s. 3d. By private contract 2000 bags unclayed at 23s. 6d., 11,700 bags clayed sold at 30s. 6d. (duty 8s.), 1000 bags Muscovado at 27s. 6d. and 10,000 bags at 28s., and for arrival in about six weeks 200 tons Muscovado at 27s. 6d. and 700 tons the cargo per Eastern Empire at 28s. 6d. landed duty paid.

TIN.—The quotations for fine Straits, which at the date of our last report stood at £91 10s., was subsequently reduced to £91, from which lowest point a gradual advance took place, ultimately amounting to 30s. per ton, and a fair business is now doing both on the spot and for early arrival at £92 10s. per ton. The sales amount to about 300 tons.

MANCHESTER MARKETS.

Mr. Sam Mendel reports as follows:—"The demand for Yarns and Goods remains within very limited compass, with somewhat increased pressure to make sales. Prices show further weakness."

QUOTATIONS.

		s. d.	s. d.
Grey Shirtings, 7 lbs. ...	...	8 6	9 3
" " 8½ lbs. ...	...	—	10 9
Maddapollams ...	...	—	10 3
Long Cloths ...	...	—	10 3
T-Cloths ...	...	—	6 6
White Spot Shirtings ...	...	—	11 6
" Brocade ...	...	—	11 9
" Damasks ...	...	—	19 6
Cotton Yarn, Nos. 16-24 ...	...	1 2½	1 4
" " Nos. 28-32 ...	...	1 3½	1 5½

BANK AND MISCELLANEOUS SHARES.

Shares.	Joint Stock Banks.	Paid.	Prices July 15.
£10	Agra Bank, A shares ...	All	11 to 12
10	" " B do. ...	All	9 to 9½
25	Bank of Egypt ...	All	35 to 37
20	Chartered Bank Ind., Aust., and China ...	All	19 to 20
25	Chartered Merc. of India and China ...	All	28 to 29
20	City Bank ...	10	11 to 12
28½	Hong Kong and Shanghai Bank, new ...	5½	4 to 4½ pm.
10	London and County ...	20	50 to 52
50	London Joint Stock ...	15	32 to 35
100	London and Westminster ...	20	69 to 70
25	Oriental Bank Corporation ...	All	43 to 44
50	Union of London ...	15	33½ to 34½
MISCELLANEOUS.			
—	Ceylon Deb., 6 per cent., Nov. 1878 ...	100	110 to 112
—	" " Do. 1872 ...	100	104 to 106
—	" " Do. 1882-3 ...	100	111 to 114
20	Ceylon Company ...	10	3 to 2 dis.
10	" " A shares ...	5	2½ to 1½ dis.
20	Credit Foncier and Mobilier of England ...	All	2½ to 3
10	Egyptian Com. and Trading Company ...	6	5 to 4½ dis.
10	General Credit and Discount Company ...	7½	2½ to 2 dis.
20	Hong Kong and China Gas ...	5	1½ to 1½ dis. x.d.
50	International Finance Society ...	All	55 to 56
50	P. and O. Steam Company ...	10	4 to 4½ pm.
10	" " Do. 1867 ...	All	34 to 44
100	Upper Assam Tea ...	60	67 to 69
100	West India Steam Company ...	60	67 to 69

Shipping Intelligence.

ARRIVALS.

Date.	Ships.	Captain.	From.	At.
June 29	Willem Kroonprins der Nederlanden	Zettler	Java, for Holland	Off the Lizard
July 4	Mary Ann Johnston	Leder	Manila	Liverpool
—	Dorigo	—	Do.	Do.
—	Argo	Rosenberg	Batavia	Falmouth
June 20	Alexandria	Sangster	Tokohama	New York
—	Fidello	Schmidt	Batavia, for Rotterdam	Do.
July 4	Nieuwland	—	Do.	Off Dungeness
—	Kron Prins Willem	—	Do.	Off St. Alban's
—	Union	Grant	Singap., for Rotterdam	Off Scilly
June 24	Julia Ann	Baker	Nagasaki	New York
—	Supply	—	China	Boston
July 8	Goldfinder	Higgins	Rangoon	Liverpool
—	Dodo	Stolt	Penang	London
—	Antiope	Withers	Rangoon	Liverpool
—	Neptunus	Lodewyck	Batavia	Brouwershaven
—	Nieuwland	—	Banjoewangie	Do.
—	Nereus	Planten	Batavia	Do.
—	Oxus	Reid	Akyab	Do.
—	Aline	—	Rangoon	Off the Eddystne.
—	Johanna Willem	v. Veen	Banjoewangie	Texel
—	Tornado	Underwood	Rangoon	Liverpool
—	Samarang	Groot	Banjoewangie	Brouwershaven
—	Helen	Evan	Bankok	Falmouth
—	Albert Wilhelm	Hilberg	Rangoon, for Hambg.	Off do.
—	Johanna Antonie	Withop	Batavia, for Rotterdam	Off Scilly

DEPARTURES.

Date.	Ship.	Captain.	For.	From.
July 2	Helen's Bank	Harris	Cardiff and Penang	London
—	Java Packet	Hellingman	Java	Amsterdam
—	Bostenaer	Rosen	Do.	Do.
June 29	Joseph Haydn	Hinterman	Singapore	Liverpool
July 3	Roslin Castle	Alexander	Hong Kong	London
—	Tjallingie	Ouweland	Batavia	Liverpool
—	Herald of Light	Bancock	Amoy	Cardiff
—	Chenne Havana (?)	Roberts	Hong Kong	Do.
—	Malvina Vidal	Kessel	Do.	Liverpool
—	Cleta	—	Shanghai	Do.
—	Jedo	Smit	Batavia	Rotterdam
—	Anita	—	Shanghai	Hamburg
—	Catharina	Dresher	Hong Kong	Newport
—	Erolite	Vandel	Sourabaya	Cardiff
June 27	Claverhouse	Strachan	Singapore	Penarth
—	Zeelboom	Gollard	Java	Do.
July 7	Odense	—	Hong Kong	Liverpool
—	India Packet	Diepering	Batavia	Texel
—	Star of the East	Smith	Yoko. and Nagasaki	London
—	J. H. Schwensen	Voight	Shanghai	Rotterdam
—	Bogota	Jones	Penang	Glasgow
—	Peterborough	Orchard	Shanghai	London
—	Mary Ann Wilson	Ritson	Do.	Do.
—	Cutwater	Creelan	Hong Kong	Cardiff
—	Nyverheld	Schasp	Batavia	Penarth Dock
—	Twoe Gezusters	—	Samarang	Rotterdam
—	Engel	Appel	Japan	Amsterdam

(See Commercial Postscript and Correspondents' Letters.)

LOADING.

At LONDON.—For Yokohama: Solent. For Yokohama and Nagasaki: Chrysolite. For Amoy and Foochow: Chanticleer. For Shanghai: Merse, Sarah Nicholson, Sophie. For Hong Kong: Dunkeld, Cissy, Mikado, Sir Henry Havelock. For Batavia and Sourabaya: Gefte. For Singapore, Hong Kong, and Shanghai: United Service. For Singapore: Florence Nightingale, Petcheelee, Bristow. For Penang: Alice. For Colombo: Palmerston, Hesperia, Miranda, Star Queen.

At LIVERPOOL.—For Yokohama: Mattis Banks. For Yokohama and Osaka: Portinscale. For Shanghai: Northfleet. For Hong Kong: Lota. For Mauritius, Penang, Singapore, Hong Kong, and Shanghai: Nestor (str.). For Singapore: Peter. For Manila: Flora. For Hong Kong: Aurora. For Batavia and Sourabaya: Cap Horn. For Colombo: Sunnyside.

At GLASGOW.—For Manila and Yloilo: Eliza. For Singapore: Malacca. For Batavia and Sourabaya: County of Elgin. For Penang: James Paton. For Colombo: Oriental.

SPOKEN.

MABANOMA (Ger. bq.), Ham. to Hong Kong, Feb. 1, off C. of G. Hope. ELKANOR WOOD, Cardiff to Chefoo, Feb. 4, 41 S., 29 E.

NOACH, Rotterdam to Batavia, April 22, 24 S., 27 E. LOUISE, Amsterdam to Batavia, May 12, 1 N., 24 W.

ALICE (Dan.), Hamburg to Hong Kong, 20 days out, May 8, 88 N., 16 W. VIANDRA, London (?) to Hong Kong, April 14, 7 S., 105 E.

SAGA (Meck. bq.), Plymouth to Java, April 18, 7 S., 105 E. MARGARET (Ham. bq.), Shields to Shanghai, April 28, 4 S., 107 E.

SILVER EAGLE, London to Shanghai, April 28, 4 S., 107 E. LORD MACAULAY, Cardiff to Shanghai, March 12.

WESTMINSTER, Liverpool to Hong Kong, March 20. FABUS, Havre to Foochow, March 22.

WESTERN KING, Shanghai to London, April 9, 126 S., 107 E. SREE SINGAPURA, London to Singapore, July 4, 50 miles south of Scilly.

AJAX (st.), Liver., to Maur., Sing., China, &c., steering south, June 30, 86 N., 14 W.

PRUDHOE, London to Shanghai, May 1, 22 S., 27 W. ARKQUIPA, Hamburg to Hong Kong, May 17, 9 S., 34 W.

GUERTJEE AND MARIA (and not the Guertje as before reported), Newcastle to Batavia, May 21, 7 N., 23 W.

HANS, Singapore to Falmouth, May 9, 26 E. MARIA AND ELIZABETH, Batavia to Rotterdam, May 21, 29 S., 10 E.

ALEXANDRA, Colombo to London, May 29, off St. Helena. BATAVIA, Batavia to Rotterdam, May 23, 23 S., 3 W.

NAWORTH CASTLE, Sunderland to Galle, May 11.

SYMERS (Dutch ship), Java to Rotterdam.

HORATIO, New York to Shanghai, April 6, 4 S., 112 E.

WINDWARD, Cardiff to Singapore, May 20, 6 S., 29 W.

CHIEFTAN, Leith to Singapore, May 13, 3 N., 23 W.

CARL WILHELM (Dt. barq.), London to Singapore, May 27, 5 N., 22 W.

ARDANZA (barq.), Liverpool to Manila, June 30, 49 N., 10 W.

No. 0312, 1st d. p. (Dt. barq.), Batavia to Rtdm., June 27, 46 N., 25 W.

SOOLOO, Boston to Hong Kong, May 4, 20 S., 29 W.

MEDINA, London to Shanghai, May 1, 22 S., 25 W.

ADMIRAL BAUDIN, Plymouth to Hong Kong, May 1, 18 S., 32 W.

SCHIEDAM, Batavia to Rotterdam, May 23, 12 S., 10 W.

JACOBA, Batavia to Rotterdam, June 6, 12 N., 28 W.

ASIE MINEURE, Bordeaux to Batavia, July 5.

HEBE (brig.), of London, from Batavia, June 24, 40 N., 42 W.

GEORGES, London to China, April 25, 2 N., 23 W.

GRECIAN QUEEN, Shields to Galle, April 26, 3 N., 23 W.

SUSCEPCLA, Cardiff to Galle, May 1, 5 N., 23 W.

LAURENS COSTER (Dt. sh.), Liverpool to Sourabaya, July 2, 48 N., 10 W.

AUGUSTA MAY (barq.), Ceylon to London, May 19, 26 S., 51 E.

PILGRIM (Hamb. sh.), Cebu China to Falmouth, May 12, 30 S., 43 E.

BESTENAR, Amsterdam to Batavia, July 4, 46 N., 9 W.

KOSMOPOLITE, for Batavia, June 5, 46 N.

ELLEN (barq.), Samrang to Amsterdam, June 30, 48 N., 22 W.

PIPES (?) (Dut. sh.), Batavia to Rotterdam, June 19, 37 N., 42 W.

VIER GEZESTELS, Rotterdam to Sourabaya, June 2, 2 S., 27 W.

HENRIETTA GERARDINA (Dt. sh.), Cdrff. to S'pore, June 1, on line, 27 W.

MELISSA, Siam to Falmouth, June 28, 42 N., 27 W.

FREIGHTS AND CHARTERS.

In outward freights no change has taken place, nor can we report any appearance of animation in export business; coal rates remain unaltered.

Current rates of freight for vessels on the berth:—To Yokohama: 45s. weight or meat. To Nagasaki: 50s. weight or meat. To Shanghai: 42s. 6d. weight, 40s. meat. To Chefoo: 60s. weight or meat. To Foochow: 50s. weight or meat. To Hong Kong: 42s. 6d. weight, 30s. meat. To Amoy: 50s. weight or meat. To Singapore: 35s. weight or meat. To Penang: 40s. weight or meat. To Ceylon: 20s. to 25s. weight, 35s. meat.

The current quotations for coal, &c., are as follows:—From Wear or Tyne per keel.—For Yokohama: £18. For Shanghai: £49. For Hong Kong: £40 to £42. For Singapore: £29. For Batavia: £29. For Galle: £28. From Newport, Cardiff, or Swansea per ton.—For Yokohama, £2 4s. For Shanghai: £2 8s. For Hong Kong: £1 18s. For Manila, £1 17s. 6d. For Singapore: £1 7s. For Galle: £1 7s.

The Admiralty have invited tenders for the conveyance of the following Government stores:—10 tons (light) fire-engine, in two parts, dimensions respectively 190ft. 10ins., 192ft. 2ins., to be shipped from the Thames for Hong Kong; also for supplying and delivering into store at Singapore of 2,500 tons of smokeless South Wales coals, fit for the service of Her Majesty's steamships and vessels, and the conveyance of 17 tons (heavy) shot and shell (11 tons) and rockets combustibles (6 tons), 2 tons (light) machine rockets, 3 tons naval iron cables, for Trincomalee or Colombo en route, at Woolwich; 5 tons naval masts, 37 to 48ft. by 2 to 4ins., 8 tons (hy.) and 15 tons (lt.) naval common, 20 tons naval cordage, 10 tons naval sails, 3 tons naval bricks, 1 ton naval medical stores, including 19 cases of carbonic acid (about 20 feet), to go on deck at ship's risk, for

Trincomalee or Colombo en route, at Deptford; 2 tons (lt.) long sweeping beads, for Trincomalee or Colombo en route, at the Tower; 1 ton (lt.) canvas and stationery, for Colombo, at the Tower; to be shipped from the Thames, for Ceylon.

CASUALTIES.

The Lamartine, Moya, from Marseilles, for Saigon, put into Bahia, June 10, with slight damage to yards and bowsprit.

The Neride (Aust. brig), Celligoi, from Cardiff, to Shanghai, put back to St. Vincent from lat. 5 N., for Consul's advice, having lost her masts overboard, but the Consul being absent, she proceeded on the 4th, intending to put into Rio de Janeiro.

The Lord Raglan, Edwards, from Cardiff, to Shanghai, put into Simon's Bay, May 25, leaky, and commenced discharging part of her cargo.

MISCELLANEOUS.

At ASCENSION.—June 3, Mappel, from Batavia, sailed for Amsterdam.

Of ASCENSION.—June 3, 4th d.p., 628, from Penang, for London; 4, Africma (ship), from Penang; Bonnie Lassie, from Bangkok, for Falmouth; 5, Monkchester, from Macao, for London; 7, Nestor, from Batavia, for Rotterdam.

At ST. HELENA.—May 30, H. Vincentius v. Paulo, Nagel, from Padang, and sailed June 1 for New York; Wye, Houston, from Manila, and sailed for London; Mogul, Watson, from Singapore, and sailed for London; Vrede, v. Ronen, Jessianna, Whitehill, both from Sourabaya, and sailed for Amsterdam; Christina Maria, de Veen, from Banjoewangie, and sailed June 2 for Amsterdam; 31, Oceanica, Wright, from Manila, and sailed June 1 for Liverpool; Holland, Gronbeck, from Sourabaya, and sailed June 2 for Amsterdam; Cornelia Hendrika, v. Isendoorn, from Banjoewangie, and sailed June 2 for Rotterdam; Maria Adollina, Bakker, from Batavia, and sailed June 2 for Amsterdam; June 2, Bilbaina, from Manila, and sailed 3 for Cadiz; 4, Imperator Alexander, Wabroos, from Java, and sailed 5 for Amsterdam; 7, Cornelis Wernhard Edouard, Swart, from Batavia, and sailed 8 for Rotterdam; 8, Jeddo, Gray, from Ceylon, and sailed for London; 11, Castleton, Clare, from Yloilo, and sailed 12 for the United Kingdom.

At TABLE BAY.—June 2, Guantanamo, Hysaint, from Macao.

Of CAPE POINT.—May 24, Cairo, from Cardiff, for Shanghai.

THE NEW SEASON'S TEA CLIPPERS.

Telegrams from China report the departure from Foochow of the clippers Sir Launcelet and Lah-loo on the 28th May, and the Taeping on the 30th. The vessels to follow comprise the Ariel, steamer Achilles, Serica, Spendthrift, Yangtze, Chinaman, Black Prince, and Fiery Cross.

LAUNCH OF A GUNBOAT FOR JAPAN.—On the 4th instant Messrs. Hall, of Aberdeen, launched a fine vessel of 350 tons from their lower dockyard, which they have built to the order of Messrs. Glover Brothers, of that city, and intended for a gunboat for the Japanese Government. She will be fitted up with a pair of horizontal condensing engines of 60-horse power, which are now being completed by Messrs. Hall, Russell, & Co., Aberdeen Iron Works. The hull and equipments are of the highest class. She is barque-rigged, and will carry two 110-pounder and two 60-pounder guns on deck. The vessel, on being named "Ho-so-Meru," by Miss Mitchell, took to its future element in grand style, and is expected to leave this direct for Japan in three weeks hence. We understand Messrs. Hall have just commenced to build a corvette of large dimensions for the same destination.

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HONG KONG AND SHANGHAI BANKING CORPORATION.

Capital, 5,000,000 dols. Paid up, 3,000,000 dols.

COURT OF DIRECTORS AND HEAD OFFICE IN HONG KONG.

LONDON MANAGER—W. H. Vacher, 32, Nicholas-lane BANKERS.—London and County Bank.

BRANCHES AND AGENCIES:

Hong Kong	Hankow	Singapore
Shanghai	Japan (Yokohama)	Bombay
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The Bank grants DRAFTS upon and negotiates or collects BILLS at any of its Agencies or Branches; also receives DEPOSITS for fixed periods, at rates varying with the period of deposit.

COMPTOIR D'ESCOMPTE DE PARIS.

Incorporated by National Decrees of 7th and 8th of March, 1848, and by Imperial Decree of 20th July, 1854, and 31st December, 1866.

Recognised by the International Convention of 30th April, 1862.

Subscribed Capital	...	£8,000,000	...	£3,200,000
Capital paid up	...	70,000,000	...	2,800,000
Do. Mar. 15, 1868	10,000,000	...	400,000	
Do. Sept. 15, 1868	10,000,000	...	400,000	
Reserved Fund	...	20,000,000	...	800,000

HEAD OFFICE.—14, Rue Bergere, Paris.

AGENCIES AT—London, Calcutta, Bombay, Shanghai, Hong Kong, Saigon (Cochin China), Bourbon (Reunion).

LONDON BANKERS.—The Union Bank of London.

LONDON AGENCY.—13, Leadenhall-street, E.C.

MANAGER.—G. Pietsch.

SUB-MANAGER.—Theod. Dromel.

The London Agency grants Drafts and Letters of Credit, and purchases or collects Bills payable at the above-named places.

The Agency will conduct Banking business of every description with the Continent, India, China, &c., upon terms to be ascertained at the Office.

CAUTION.

THE GROSS FRAUDS which continue to be practised by obscure manufacturers, more particularly in Germany, by imitating the labels attached to JOHN GOSNELL and Co.'s PERFUMERY, render it imperative upon the Proprietors to Caution the public against such nefarious proceedings, and to request their friends and patrons to purchase only of respectable dealers, who import direct from JOHN GOSNELL and Co., and invite special attention to the address, RED BULL WHARF, 93, UPPER THAMES-STREET, late of 12, Three King-court, Lombard-street, London, E.C.

JOHN GOSNELL and Co.'s SELECT PERFUMES.—Ess. Bouquet, Royal Yacht Club Bouquet, Jockey Club Perfume, Essence of Wood Violet, Victoria Bouquet, Garibaldi Bouquet, Francipanni, Military Bouquet, The Bride's Bouquet, Tea Rose, Russian Leather Perfume.

JOHN GOSNELL and Co.'s Toilet Vinegar, Inexhaustible Salts, Aromatic Vinegar, Aromatic Eau de Cologne.

JOHN GOSNELL and Co.'s Prince of Wales Perfume.
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JOHN GOSNELL and Co.'s La Noblesse Perfume.

JOHN GOSNELL and Co.'s La Noblesse Pomade.

JOHN GOSNELL and Co.'s La Noblesse Soap.

JOHN GOSNELL and Co.'s Real Old Brown Windsor Soap.

JOHN GOSNELL and Co.'s Golden Oil—Mocline—Mascaron Oil, Bear's Grease, &c., for the Hair.

JOHN GOSNELL and Co.'s Extra Highly Scented Toilet and Nursery Powder.

JOHN GOSNELL and Co.'s Stereodermic or Dentist

Tooth Brushes and Trichosaron Hair Brushes, warranted to purchasers.

JOHN GOSNELL and Co.'s Instantaneous Hair Dye.

JOHN GOSNELL and Co.'s Cherry Tooth Paste is

greatly superior to any tooth powder, gives the teeth a

pearl-like whiteness, protects the enamel from decay, and imparts a pleasing fragrance to the breath.

Orders executed on receipt of 10 per cent. of the amount in cash, the balance being drawn for through a Banker.

A YOUNG SCOTCHMAN, a married

man, is in want of a situation as GROOM or COACHMAN. He has lived in first-class families only, and possesses good testimonials of conduct and ability.

Address Wm. Angus, "Miss Dallman's," 13, King-

nerton-street, Wilton-place, Eaton-square, S.W.

THE NORTH-CHINA INSURANCE COMPANY.

(Established 1st January, 1863.)

Capital, Tls. 1,500,000, in 1,500 Shares, for Tls. 1,000 each.

PAID UP CAPITAL, Tls. 300,000, OR Tls. 200 PER SHARE.

PROVISIONAL COMMITTEE.

W. J. BRYANS, Esq., Chairman (Messrs. Turner and Co.).

F. H. BELL, Esq. (Messrs. W. R. Adamson and Co.).

A. MICHIE, Esq. (Messrs. Chapman, King, and Co.).

E. H. LAVERS, Esq. (Messrs. Gilman and Co.).

F. PORTER, Esq. (Messrs. Gibb, Livingston, and Co.).

(DIRECTORS OF THE COMPANY, 1866-8.)

AT a GENERAL MEETING, held on TUESDAY, the 12th day of MAY, 1868, the following resolutions were passed, relative to the continuance of the Company for a further period of three years from the 1st January, 1869; and notice is hereby given that applications for shares in the annexed form will be received at the offices of the Company until 31st October, 1868.

Applications for shares from persons not resident in Shanghai must be accompanied by a power of attorney to their agents to sign the deed of settlement on their behalf, and generally to represent them in all matters connected with the Company.

In accordance with the resolution passed at the meeting of 18th November, 1867, a separate office of the Company will be opened in London on 1st January, 1869.

By orders of the Court of Directors,

JOHN S. MACKINTOSH, Secretary.
Shanghai, 15th May, 1868.**FORM OF APPLICATION FOR SHARES.**

No.

To the Provisional Committee of the North-China Insurance Company.

GENTLEMEN,

I hereby request that you will allot to shares in the above Company, and agree to accept such shares, or any less number you may allot to ; and agree to pay the first call of Tls. 200 per share, and all subsequent calls, and to subscribe the deed of settlement whenever required to do so.—Gentlemen, your obedient servant,

RESOLUTIONS REFERRED TO ABOVE.

Res. I. That a company to be called the "North-China Insurance Company" shall be formed for a further period of three years, from 1st January, 1869, to 31st December, 1871.

Res. II. That the Directors for the time being of the present Company be appointed to act as a Provisional Committee to organise the new Company.

Res. III. That this meeting recommends that the Provisional Committee should adopt as the basis of the new Company that the capital should be Tls. 1,500,000 in 1,500 shares of Tls. 1,000 each; paid up capital, Tls. 300,000, or Tls. 200 per share, and that the Committee be authorised to issue a prospectus inviting applications for shares and to proceed with the allotment.

WHARVES.**NOTICE.**

THE undersigned call the attention of Masters and Agents of Vessels discharging at this Port to the great advantage to be gained in point of convenience, despatch, and economy, by making use of their WHARVES at NEW HARBOUR.

With the assistance of Steam Cranes, a general cargo can be landed easily in a few days—or in about one-fifth of the time usually occupied discharging in the Roads.

There are large, dry, and very commodious brick Godowns on the Wharves, which vessels have free use of for cargo while discharging.

The trouble and disputes with, and pilfering of cargo common among boatmen are avoided by vessels using the Wharves.

Carriage of cargo to the town (which is within easy distance) is guaranteed to be not more than lighterage from the roads, and the coals hire discharging alongside is less.

There is always a large stock of the best English and Welsh coals on the premises, which are supplied to steamers at the lowest market price, and vessels going alongside to take in or discharge coals pay no wharfage.

Vessels discharging cargo pay a wharfage of 20 cents per ton—a trifling charge when the immense advantages gained are taken into consideration.

Arrangements have been made by which all repairs to ships or steamers can be done with despatch while the vessels are lying alongside the Wharves.

There is an efficient European pilot on the premises and, when required, a steam tug is always available.

THE BORNEO COMPANY (LIMITED).

Singapore, April 6, 1868.

THE TEA FLOAT! THE TEA FLOAT! FIELD'S PATENT.

THE TEA FLOAT effects a Saving of ONE-FOURTH.

THE TEA FLOAT prevents all Sediment.

THE TEA FLOAT should be in every House.

THE TEA FLOAT, 1s. and upwards.

THE TEA FLOAT to be had WHOLESALE and RETAIL of the

SOLE WHOLESALE LONDON AGENTS.

MURRAY and DEAN, Tea Dealers, Ludgate-hill, City.

BERTHOVEN'S WALTZES, for the Pianoforte. Edited by GEO. F. WEST. Two books, 2s. each; post free for 19 stamps each.

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TO ALL TEACHERS of MUSIC.—ROBERT COCKS and Co.'s GREEN CATALOGUE of POPULAR PIANOFORTE and VOCAL MUSIC. Latest Addenda (for 1868). Grats and post free.

THE RETREAT MARCH, for the

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2s., free by post for 19 stamps. Also by the same distinguished composer—

Albert Edward March. 3s. Prince Arthur's March. 3s.

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The Great Warrior's March. 3s. Royal Hyde Park March. 3s.

All at Half-price, with an extra stamp for postage.

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"The Gipsy Countess," "The Flower Gatherers," and "What are the Wild Waves Saying," by Stephen Glover, 4s. each. All at half price, with an extra stamp for postage.

THE OPERA BOUQUET.—PIANO-

FORTE DUES, arranged by I. LIEBHICH.

Each 3s.; free by post, 19 stamps each.

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"Oboron." No. 4. Masaniello.

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THE PRIDE of the OCEAN QUADRILLE.—Piano solo and duet. By STEPHEN

GLOVER. 4s. each; free by post, 35 stamps each.

GEMS from the SACRED WORKS of

the GREAT MASTERS, arranged for Piano-

forte by GEO. F. WEST. In 24 books, 5s. each. Also

a similar series, from their Secular Works, in 24 books,

3s. each. Contents of each series gratis and post free.

Warblings at Eve; Romance for Piano. By Brindley

Richards. Solo and duet, 3s. each. Dittos Noon and

Dawn, each at half-price. London: ROBERT COCKS

and Co., New Burlington-street. May be had every-

where.

PORT OF AMOY.

SHIPOWNERS, AGENTS, and COMPANY. MANDERS are informed that the Dock Company's establishments at the above port afford every facility for REPAIRING and SPARRING VESSELS, cleaning and painting iron ships, and repair and refit of STEAM MACHINERY and BOILERS.

Their large Granite Dock is 307 feet in length, fitted with a caisson-gate, and with a centrifugal steam pump of great power, ensuring despatch in all states of the tides. At average spring tides this dock can receive vessels drawing 16 to 17 feet, and during the autumn and winter months 18 feet. Their two smaller docks, also built of granite, can receive vessels drawing 12 to 13 feet. The premises comprise a large smithy and boiler shop, carpenters and boat-builders' shops, an

ENGINEERS' WORKSHOP.

fitted with lathes and tools driven by steam, AN IRON FOUNDRY

for castings up to 5 tons weight, and a BRASS FOUNDRY.

The different departments are superintended by experienced Europeans, viz., engineer, blacksmith, and shipwrights.

The Company keep on hand copper and metal sheathing, spars, timber, paints for iron vessels, and all material for dockyard use.

A DRY GODOWN for reception of stores of vessels requiring to discharge them.

Good quarters for officers of ships under repair in the dock.

Amoy, 16th December, 1867.

SINGAPORE DOCKS.

THE PATENT SLIP AND DOCK COMPANY execute SHIPS' REPAIRS of all descriptions in the most efficient manner, under the supervision of European Engineers and Shipwrights.

The DRY DOCK (opened in March, 1859) admits two vessels at the same time, being over 400 feet in length, with a depth of water ranging to 15½ feet. A second DRY DOCK of larger dimensions will shortly be completed, and available for the heaviest Steamers.

Adjoining the above there is extensive WHARF, WAREHOUSE, and other accommodation, including every convenience for coaling Steamers, discharging cargo, and storing goods, together with ample MACHINERY and appliances for repairing iron steamers, &c.

Apply at the offices of Messrs. PATERSON, SIMONS and Co., Singapore; or 21, St. Swin's-lane, Cannon-street, London, E.C.

WM. CLOUGHTON, Managing Director.
New Harbour, Singapore, June, 1868.

OVERLAND ROUTE.—Communication by Steam with INDIA, CHINA, JAPAN, AUSTRALIA, &c., via EGYPT, from SOUTHAMPTON and MARSEILLES.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY book Passengers and receive Cargo and Parcels by their Steamers for GIBRALTAR,

MALTA,

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CALCUTTA,

BATAVIA,

SINGAPORE,

CHINA,

JAPAN,

AUSTRALIA,

KING GEORGE'S SOUND,

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The Steamers leave Marseilles every Sunday.

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THE PACIFIC MAIL STEAM SHIP COMPANY despatch their splendid side-wheel steamers from NEW YORK on the 1st, 9th, 16th, and 24th, and from PANAMA on the 1st, 9th, 17th, and 24th of every month for SAN FRANCISCO, calling at ACAPULCO and MANZANILLA, en route thence to YOKOHAMA, NAGASAKI, SHANGHAI, and HONG KONG. Passengers from England may connect with this line at New York by any of the following lines:—

Cunard Line, leaving Liverpool every Saturday.

Inman Line, leaving Liverpool every Wednesday.

National Line, leaving Liverpool every Wednesday.

Guion's Line, leaving Liverpool every Tuesday.

Hamburg-American Line, from Southampton every Friday.

North German Lloyd's Line from Southampton every Tuesday.

And at Panama by the steamers of the

Royal Mail Line, from Southampton on the 2nd and 17th of month.

West India and Pacific Line, from Liverpool 15th and 20th of month.

Generale Transatlantique Line, from St. Nazaire 8th of month.

Passengers by this route are less than ten days in the tropics.

The next departures for China will be from San Francisco:—

August 3rd, Sept. 1st, Oct. 3rd, Nov. 2nd, Dec. 3rd.

For further particulars and through passage rates apply to H. STARR and Co., Passenger Agents, Pacific Mail Steamship Company, No. 22, Moorgate-street, London.

OVERLAND ROUTE VIA MARSEILLES. SERVICES MARITIMES DES MESSAGERIES IMPERIALES.

FRENCH MAIL STEAM PACKETS.

The 19th of every Month at 4.30 P.M. for—

MESSINA, ALEXANDRIA, ADEN, POINT DE GALLE (Ceylon), PONDICHERRY, MADRAS, CALCUTTA, SINGAPORE, BATAVIA, SAIGON, HONG KONG, SHANGHAI, and JAPAN.

The 9th of every Month at 4.30 for—

MESSINA, ALEXANDRIA, ADEN, SEYCHELLES, REUNION, MAURITIUS.

For Passage, Freight, and information, apply to B. W. and H. HORNE, 4, Moorgate-street, London; G. H. FLETCHER and Co., Liverpool; at the offices of the Services Maritimes des Messageries Impariales in Paris, Lyons, Bordeaux, and Marseilles; or to Smith and Co., Rotterdam.

Passengers eastward of Suez securing their berths in London are entitled to the conveyance of their luggage free to Marseilles.

COMPAGNIE GENERALE TRANSATLANTIQUE, 8, Place Vendôme, Paris.

FRENCH MAIL STEAMERS.

China, Japan, North and South Pacific, and Central America, via Panama.—Leave St. Nazaire on the 8th of each month, for Martinique, St. Martha (United States of Columbia), Colon, Aspinwall (Isthmus of Panama), La Guayra, Porto Cabello, Guadeloupe, Trinidad, Demerara, Paramaribo, Cayenne, &c., Callao, Valparaiso, &c., San Jose, La Union, San Francisco, China, and Japan.

West Indies and Mexico.—Leave St. Nazaire on the 16th of each month, for St. Thomas, Havannah, Vera Cruz, New Orleans, Porto Rico, Haiti, Santiago de Cuba, Guadeloupe, Martinique.

New York.—Leave every 14 days from Havre and Brest, for New York.

From Havre, July 16.

From Brest, July 18.

Rates of Passage from Havre or Brest to New York:—First class, 825f.; ditto, 700f. (according to cabin); second class, 425f.; third class, 275f.

From Paris to New York, via Havre or Brest, including railway ticket, 850f. and 725f. (according to cabin); second class, 440f.; third class, 285f.

Handbooks, with full details of all the routes of this Company, can be had of STRINGER, PEMBROKE, and Co., Agents, 8, Austinfriars, London, E.C.

NEW ROUTE TO CHINA AND JAPAN, VIA LIVERPOOL.

THE WEST INDIA AND PACIFIC STEAM SHIP COMPANY (Limited) sign through bills of lading for goods to Yokohama, Nagasaki, Hong Kong, and Shanghai, via San Francisco, by the Pacific Mail Steam Ship Company's new line of mail steamers from that port.

Passengers will find excellent accommodation, and the fares more reasonable than by any other route.

For terms, &c., apply to the Agents, J. M. CURRIE, Esq., 21, Quai d'Orleans, Havre, or 7, Rue Scribe, Paris; or at the Company's Offices, 117, Leadenhall-street, London, and The Temple, Dale-street, Liverpool.

ARTHUR B. FORWOOD, Managing Director.

ROYAL MAIL ROUTE, via PANAMA, for NORTH and SOUTH PACIFIC, Central America, New Zealand and Australia, Japan and China.—THE ROYAL MAIL STEAM PACKET COMPANY'S ATLANTIC STEAMERS

new run through from Southampton to Colon (Aspinwall), by which arrangement passengers for the above localities will be conveyed to the Isthmus of Panama in the vessel in which they embark at Southampton.

Passengers and goods are booked for the South Pacific, Central America, West Coast of Mexico, California, British Columbia, &c., 2nd of each month.

For New Zealand and Australia, 17th of each month.

For Japan and China, 17th of each month.

For further particulars apply to

J. M. LLOYD, Secretary.

Royal Mail Steam Packet Company, 55, Moorgate-street, London, E.C.

INDIA AND CHINA. GELLATLY, HANKEY, SEWELL, and CO. will despatch the following first-class VESSELS:—

Port.	Ship.	Class.	Dock.	Dates.
Bombay	Eln. Browne	A1 9 yr.	E.I.D.	July 16.
Do.	Glen Tilt	A1 7 yr.	E.I.D.	Aug. 1.
Do.	Brit. Consul	AA1	E.I.D.	With des.
Kurrachee	Cospatrick	A1 13 yr.	E.I.D.	July 25.
Calcutta	British Flag	AA1	E.I.D.	July 23.
Do.	King Arthur	AA1	E.I.D.	Aug. 3.
Shanghai	Merse	A1 13 yr.	E.I.D.	July 18.

For Freight or Passage apply at 8, York-street, Manchester; or No. 27, Leadenhall-street, London, E.C.

KURRACHEE DIRECT (under engagement to H.M. Government for the conveyance of troops), the fast-sailing ship COSPATRICK, A1 13 years, 1,200 tons register; ALEXANDER ELMSTIE, Commander; loading in the East India Docks. This ship has commodious accommodation, and will carry a surgeon, and is strongly recommended to shippers of fine goods.

For Freight or Passage apply to GELLATLY, HANKEY, SEWELL, and Co., 8, York-street, Manchester; or 27, Leadenhall-street, London, E.C.

SINGAPORE, CHINA, AND JAPAN. ROBERTSON and CO. will despatch the following first-class clipper VESSELS:—

Destination.	Ships.	Class.	Dock.	Last Shipping Day.
Shanghai ...	Carnarvonsh	A1 14 yr.	W.I.D.	July 31.
Hong Kong. ...	Dunkeld.....	A1 11 yr.	W.I.D.	With des.
Kana. & Nagasaki....	Chrysolite ...	A1 14 yr.	W.I.D.	With des.
Singapore ...	Petchelee ...	Brcklbnk	W.I.D.	With des.
Sing., H. K., & Shang.	U.Serv.(s.s.)	A1 17 yr.	E.I.D.	Aug. 12.
Amoy & Foochow-Foo.	Chanticleer...	A1 10 yr.	W.I.D.	With des.

For Freight and Passage apply at 5, Newman's-court, Cornhill, London; or York Chambers, 55, King-street, Manchester.

CHINA and JAPAN.—The following splendid first-class SHIPS will be despatched as under:—

Port.	Ship.	Class.	Dock.	Last Shipping Day.
Shanghai ...	SarahNicholson	A1 14 yr.	E.I.D.	July 25.
Do.	Kate Carnie	A1 13 yr.	E.I.D.	To follow
Hong Kong. ...	Sir Henry Havelock...	A1 13 yr.	E.I.D.	With des.
Yoko. (Kagawara)...	Solent.....	A1 13 yr.	W.I.D.	With des.

For Freight or Passage apply to KILICK, MARTIN, and Co., 10, George-yard, Lombard-street, E.C.

JOHN C. CAMPBELL will despatch the following splendid first-class VESSELS:—

Destination.	Ships.	Class.	Tns.	Dock.	Date of Sailing.
Colombo ..	Palmerston	A1 15 yr.	978	W.I.D.	July 15
Do.	Miranda ...	A1 10 yr.	456	W.I.D.	With des.
Do.	Ocn. Buty.	A1 16 yr.		W.I.D.	Do.
Bombay ...	Isabella	A1 13 yr.	569	E.I.D.	Do.
	Hercus				
	No. 22, Great St. Helen's, E.C.				

A regular trader. With immediate despatch. To follow the "Southern Cross," having the greater part of her cargo engaged.

DIRECT FOR COLOMBO, the splendid, high-classed British-built ship PAMERSTON, A1 15 years, 894 tons register; J. N. SEAGROVE, Commander; West India Docks. This magnificent vessel, so well and favourably known in the Ceylon trade, presents a splendid opportunity to shippers and passengers desirous of despatch.

For Freight or Passage apply to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.; or to LIVINGSTON, HOLDING, and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.

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DIRECT for COLOMBO, the splendid high-classed British-built ship MIRANDA, A1 10 years, 456 tons register; J. GOOD, Commander; West India Docks. This magnificent vessel, so well and favourably known in the Ceylon trade, presents a splendid opportunity to shippers desirous of despatch. Has good accommodation for passengers.

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With very quick despatch. Having the greater portion of her cargo engaged.

DIRECT for BOMBAY, the fine fast-sailing clipper ship ISABELLA HERCUS, A1 13 years, 569 tons register, THOS. BRENNER, Commander; loading in the East India Docks. This magnificent vessel, well known in the Indian trade, is strongly recommended to shippers.

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With immediate despatch. To follow the "Miranda," having the greater part of her cargo engaged.

DIRECT for COLOMBO, the splendid new 'high-classed clipper-built ship OCEAN BEAUTY, A1 16 years, 596 tons register. ROBERT WATSON, Commander, late of the "Royal Bride;" West India Docks. This magnificent vessel, built expressly for the Colombo trade, and newly coppered, presents a splendid opportunity to shippers desirous of despatch. Has good accommodation for passengers.

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With despatch.

FOR HONG KONG, the new fast sailing clipper CRESTED WAVE, A1 13 years, 345 tons register. JOHN RENOUF, Commander; East India Docks.

For Freight or Passage apply to SHAW, LOWTHER, & MAXTON, 2, Royal Exchange-buildings, E.C.

Printed for the Proprietors by RICHARD KINDER, Milford-lane, Strand, W.C., and published by JAMES WEST, at the Office of the "LONDON AND CHINA TELEGRAPH," 2, Cowper's-court, Cornhill, in the parish of St. Michael's, in the City of London.—Thursday, July 16, 1868.